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FRIDAY, MAY 1, 1908.

五拜禮

號一月五英港香

\$30 PER ANNUM.
SINGLE COPY 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,122,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. CHEFOO.
KORE. TIENSIN.
OSAKA. PEKIN.
NAGASAKI. NEWUHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. LIOYANG.
SAN FRANCISCO. MUKDEN.
HONOLULU. TIE-LING.
BOMBAY. CHANG-CHUN.
SHANGHAI.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposit—

For 12 months 5% p.a.

" 6 " 4% " "

" 3 " 3% " "

TAKAO TAKAMICHI,
Manager.

Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000

ABOUT MEX \$7,222,222

RESERVE FUND GOLD \$3,250,000

ABOUT MEX \$7,222,222

HEAD OFFICE:

60 WALL STREET, NEW YORK

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE

WORLD.

THE Corporation transacts every Description

of Banking and Exchange Business, and

receives Money in Current Account at the

rate of 2% per annum on daily balances and ac-

cepts Fixed Deposits at the following rates:

For 12 months 4% per cent. per annum.

" 6 " 3% " "

" 3 " 2% " "

No. 5, Queen's Road Central,

Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 8th April, 1908. [25]

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000).

RESERVE FUND FL 5,378,375

(about £448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,

Rangoon, Samarang, Sourabaya, Cheribon,

Tegal, Pecalongan, Pasuruan, Tjilatjap,

Padang, Medan (Deli), Palembang, Kota-

Radja (Acheen), Bandjermasin:

Correspondents at Macassar, Bombay, Colom-

bo, Madras, Pondicherry, Calcutta, Bang-

kok, Saigon, Haiphong, Hanoi, Amoy,

Yokohama, Kobe, Melbourne, Sydney,

New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITHS.

BANK, LIMITED.

THE Bank buys and sells and receives for

collection Bills of Exchange, issues

letters of credit on its Branches and cor-

respondents in the East, on the Continent, in

Great Britain, America, and Australia, and

transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily

balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 4% do.

Do. 3 do. 3% do.

J. L. VAN HOUTEN,

Agent.

Hongkong, 18th November, 1907. [26]

HONGKONG AND SHANGHAI BANKING CORPORATION.

AID-UP CAPITAL \$15,000,000

RESERVE FUNDS—

sterling

£1,500,000 at 2/—=\$15,000,000

Silver

\$13,500,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

Hon. Mr. Henry Keewick, Chairman.

E. G. Barrett, Esq., Deputy Chairman.

E. G. Barrett, Esq., R. Shilling, Esq.,

A. F. Frieland, Esq., R. Shilling, Esq.,

A. F. Frieland, Esq., H. A. W. Slade, Esq.,

C. S. Gubbay, Esq., H. E. Tomkins, Esq.,

O. R. Lenzmann, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH

Manager.

Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY

BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per cent. per Annum.

For 6 months, 3% per cent. per Annum.

For 12 months, 4% per cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 23rd April, 1908. [24]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 2% P. C.

per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 P. C. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th January, 1907. [8]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,475,000

RESERVE LIABILITIES OF PROPRIETORS

..... £1,200,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" 6 " 3% " "

" 3 " 2% " "

JOHN ARMSTRONG,

Manager.

Hongkong, 6th January, 1908. [29]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hanko-

Kobe Peking Singapore Tientsin

Tsientsin Tientsin Yokohama

FOUNDED BY THE FOLLOWING BANKS AND

BANKERS:

Koenigliche Seehandlung (Preussische

Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Richard Wachsmaier & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne Frankfurt

a/M.

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim jr. & Co., Koeln.

Bayerische Hypothek und Wechselbank,

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK,

LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account

DEPOSITS received on terms which may be

earned on application. Every description of

Banking and Exchange business transacted

A. KOEHN,

Manager.

Hongkong, 4th December, 1907. [30]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, &c., via usual Ports	DEVANHA Capt. T. H. Hyde, R.N.R.	2nd May, Noon.	See Special Advertisements.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NORRE Capt. G. J. Phillips	About 6th May	Freight only.
MOJI, KOBE & YOKOHAMA	CANDIA Capt. O. Jones, R.N.R.	About 7th May	Freight only.
SHANGHAI & HANKOW	CAYLON Capt. G. W. Babot	About 9th May	Freight and Passage.

Hongkong, 30th April, 1908.

F. J. ABBOTT,
Acting Superintendent.

Intimations.

LANE, CRAWFORD & CO.

(TELEPHONE 97).

NEW STOCK OF
SLAZENGER'S AND BUSSEY'S
TENNIS RACKETS.

\$8.00 to \$20.00 each.

TENNIS BALLS.

\$10.00 per dozen.

TENNIS NETS & POSTS.
MARKERS NET REGULATORS.

COURT MARKERS.

RANSOME'S
LAWN MOWERS.

TENNIS SHOES.

\$6.60, \$8.50 and \$10.50 per pair.

LANE, CRAWFORD & CO. [38]



Teleph. No. 75

CHAMPAGNES,
SHERRIES,
MAR-ALAS,
MADRIDAS,
PORTS,
CLARETS,
BURGUNDIES,
ALES, BEERS & STOUTS.

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 11th April, 1908. [40]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:
EXTRA DRY (Gout American).
BRUT (Cordon Rouge).

Sales in the United States exceed the total of
all other Brands.

Served in all Clubs and First-class Hotels,
and obtainable at all Wine Merchants in the
Colony, and from Shewan, Tomes & Co., sole
agents.

KOWLOON HOTEL,

HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.

The only First-class Hotel in Kowloon.

Most Charming and Popular Resort in the

Colony.

Electric Lights, Fans and Call Bells.

Bath Rooms attached to Each Room.

Telegraphic Address:

"CHEE" HONGKONG.

Telephone No. 84.

Unrivalled for Comfort and Cuisine.

Thoroughly Up to Date with Every Modern

Luxury.

Billiards and Bowling Alleys.

Moderate Terms and No Extras.

Modern Management.

O. E. OWEN,

Proprietor.

Hongkong, 2nd April.

[41]

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

"HONGKONG-CANTON LINE."

S.S. "HONAM" 2,363 Tons, "POWAN" 2,338 Tons, "FATSHAN" 2,260 Tons,
"KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at

9 P.M. from the Company's Wing Lok Street Wharf, returning from Canton every Tuesday,

Thursday and Saturday at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

"HONGKONG-MACAO LINE."

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing

Lok Street Wharf and at 2 P.M. from the Company's Wharf.

On Sundays Special Cheap Excursions as per particulars at foot.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and

Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. These vessels have Superior Cabin Accommodation, and are

lighted throughout by electricity.

EXCURSION TO MACAO.

SUNDAY, 3rd May.

S.S. "HEUNGSHAN"

will depart from the COMPANY'S WH

Mails.

NORDDEUTSCHER LLOYD,

BREITEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lenz	About FRIDAY, 1st May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"YORCK" Capt. J. Raedermann	WEDNESDAY, Noon, 6th May.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BUELOW" Capt. H. Förmes	About WEDNESDAY, 6th May.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	THURSDAY, 5 P.M., 21st May.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Middle of May.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 24th April, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	ERNEST SIMONS	Girard	11th May, afternoon.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	AUSALTIEN	Verron	12th May, 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	TONKIN	Charbonnel	15th May, afternoon.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	YARRA	Sellier	16th May, 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

J. MILLET,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 28th April, 1908.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP CO.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLE, GENOA, NAPLES, COLOMBO, VIA SUEZ, SINGAPORE, HONGKONG, CHINWANTAO (Peking, Tientsin), KOBE, YOKOHAMA, GENOA to HONGKONG in 30 DAYS.

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO. Connecting with the Canadian Pacific Railway.

Freight to OVERLAND PASSENGERS to OVERLAND and EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER.....13 DAYS.

LONDON and PARIS.....26

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, VIA MAGELLAN STRAITS.

Proposed Sailings:

AMIRAL MAGOM.....4th June	MALTE.....14th Oct.
AMIRAL EXELMANS.....25th July	CEYLAN.....26th Nov.
OUSSANT.....27th Aug.	CORSE.....11th Jan.

No passengers. * Intermediate class and rates of passage.

New Twin Screw 16,000 T. displac., 1st class accommodation, splendidly equipped with single berth cabins. All round the world ticket by these boats.

For further Particulars, apply to

J. MILLET, FRENCH MAIL OFFICE.

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WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.

These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD & SWIRE.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

Hongkong, 26th March, 1908.

Intimation

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

DENTISTRY—MARVELS IN SKILL

"BLOOD AND BONES" SPENT ON A PATIENT.

Mr. Richardson, the great dentist of Brookline, Grovernor-st., was himself in the operating chair of K.B.V. before Mr. Justice Grantham and a special jury yesterday (Mar. 31) and Mr. Montagu Lush, K.C., fixed the tweezers of cross-examination upon his jaw for several hours. The dentist, it will be remembered, sued Mr. Fremlin, the wealthy brewer of Malden, for £570 3s. for dental work done to Mrs. Fremlin. Mr. Richardson says that this business was work that no other dentist in the world had ever done, namely, the fixing of a "removable gold bar" fitted with the finest teeth obtainable, to Mrs. Fremlin's upper jaw. The lady was charged two guineas for every half-hour she spent in the dentist's surgery.

Mr. Lush's cross-examination lasted practically the whole of the morning, and the case was again adjourned.

I see (said Mr. Lush) you describe yourself as a doctor. Have you taken an M.D. degree?—No; it is merely a complimentary form given to me when I studied and lectured in America. The Judge: So you are a complimentary doctor?

Mr. Lush:—A complimentary dentist! The Plaintiff:—An institution of a certain part of America favoured me with the degree—the University of Wisconsin—for lectures I delivered there, my lord.

MOUTH VALUES.

Do you think (asked Mr. Lush) that the charge you made in Mrs. Fremlin's case was fair and reasonable? Oh, yes! Why, I have charged over £1,000 for making a set of artificial teeth and preparing the mouth for them! Where do you come across these fortunate people?—Oh, I have them every day, sir. I should like to say at this point (added the witness) that my presence here is more on behalf of my profession than my personal self. I am laying stepping-stones for English people to understand the value of their mouths (solemnly).

Mr. Lush:—If your stepping-stones are as expensive as this, it would be rather an expensive bridge!

"MY BLOOD AND BONES."

You regard this work with Mrs. Fremlin as the most marvellous work on record?—Yes, I do (proudly).

Work that cost, you said, a part of your life! What does that mean?—My Blood and Bones! explained Mr. Richardson tragically.

Mr. Lush: I see you write to Mr. Fremlin: I really must thank Mrs. Fremlin for all her patience and perseverance, as I look upon her case as one of the most marvellous on record, and one that has cost part of my life!

Did that patient take part of your life?—Not all of it.

Do the £3,000 ones?—Yes, they do!

What happens to you? asked Mr. Lush, sympathetically.

Mr. Richardson drew himself up with dignity. "What happens to a man who sweats and fumes and labours and gives out his blood and life to his patients—as Mrs. Fremlin knows only too well!" (he cried).

The Judge: Perspiration is supposed to prolong life, you know.

Mr. Lush: Do you mean you got so exhausted?

The witness declared that many times, after being with a patient for two or three hours, he had retired to his bed "done up."

Do you keep a gentleman to hide behind a screen and take notes of what the patient says?—I don't understand. Perhaps that may be so in the legal profession.

This is in the dental profession! remarked Mr. Lush, and produced notes of conversation "with Mrs. Fremlin and Dr. R." taken by "Dr. R."—a private secretary. This conversation was very remarkable.

Did you know that Mr. Fremlin was a wealthy man?—Oh, yes! was the reply. Everybody knows the Fremlins of Malden!

A kind-hearted, confiding man?—Yes.

Therefore, a man whom you would like to get hold of?—Well—yes!

"FOR THE BRAINS."

Mr. Lush suggested that in the preliminaries, the dentist charged Mrs. Fremlin £26 for something that an ordinary dentist would have done gladly for a couple of guineas.

How much do you put down for the brains? rapped out Mr. Richardson, tapping his domed forehead.

"Very little!" remarked the K.C. drily.

"There's a lot left out in that bill!" continued the witness.

"What is it?" asked Mr. Lush.

"There's a great deal of brains left out!" murmured the expert, sadly.

"Don't let your brains go out too much," warned Mr. Lush.

"Mr. dear Mr. Lush!" replied the dentist, "you have a wig to protect your brains, and I haven't; therefore, I have to look after my brains."

You know, these pokes are very nice, but they are not very professional to serious-minded men like myself. They get into the papers and cause dreadful results to us professional men."

"Oh, get on, get on!" urged the Judge, impatiently.

Mr. Richardson got on, and proceeded to explain at great length some of his dental victories.

TOOK 300 HALF-HOURS.

"This rich and confiding brewer has taken 300 half-hours of your life?" said Mr. Lush, sympathetically.

The Judge: Also your brains!

The Dentist: Also my blood and bones, my lord! (Loud laughter.) Some people are so stupid that they think of money only. As for me, I think of skill and efficiency only.

Speaking of the gold bar which formed the base of Mrs. Fremlin's dental resurrection, Mr. Richardson said: "I am as proud of that beautiful and wonderful piece of work as a mother is of her first baby!"

This ended the cross-examination, and in a short address to the jury Mr. Lush argued that the plaintiff's charges were entirely extraneous.

Mrs. Fremlin—a slight, handsome lady with a rather pathetic droop to her mouth—told the jury that had she imagined the pain and the trouble she was going to undergo she would never have undertaken the ordeal. She was given to understand that Richardson was the only man in England who could do the particular work she needed.

The cross-examination by Mr. Palmer was only beginning when the Court rose.

Consignees.

S.S. "YARRA"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre ex s.s. *Yarra* in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 4th May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th May, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 4th May, at 3 P.M.

No Fire Insurance has been effected.

J. MILLET,

Agent.

Hongkong, 27th April, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"DELTA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Victoria*.

From Persian Gulf, ex B.I.S.N. and R. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th May at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 19th April, 1908.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"ONSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 2nd May, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JABDINE, MATHESON & CO., LD., General Managers.

Hongkong, 30th April, 1908.

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"KALOMO"

Captain Linklater, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Owing to the steamer having encountered heavy weather, Consignees are notified that a General Average Bond must be signed before Bills of Lading can be countersigned.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 6th May, at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th May, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN TOMES & CO., Agents.

Hongkong, 30th April, 1908.

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAPAN	Second half April	JAVA	Second half April
TJIMAH	JAVA	Second half April	AMOI	First half May
TJIPANAS	JAVA	First half May	SHANGHAI	First half May
TJIKINI	JAVA	First half May	JAPAN	First half May
TJILATJAP	JAVA	Second half May	SHANGHAI	Second half May
TJILIWONG	JAPAN	Second half May	JAVA	Second half May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 175,
YORK BUILDINGS, 1st floor,
Hongkong, 21st April, 1908.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,000 tons, 11 knots.
S.S. "CHARLES HARDOUIN," 1,000 tons, 11 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 5 P.M. (Saturdays excepted).
Departure from Canton at 5 P.M. (Sundays excepted).

Three superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street.
Canton Agents: Messrs. E. Pasquet & Co.
For further particulars, please apply to—

BARRETTO & CO.,

Agents.

Hongkong, 28th March, 1908.

Intimation.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.

BARRETTO & CO.

General Agents

Hongkong, 22nd October, 1907.

Mails.

NORDDEUTSCHER LLOYD,

BREITEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lenz	About FRIDAY, 1st May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"VORCK" Capt. J. Raudermann	WEDNESDAY, Noon, 6th May.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BUELOW" Capt. H. Förmes	About WEDNESDAY, 6th May.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	THURSDAY, 5 P.M., 31st May.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Middle of May.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 24th April, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	ERNEST SIMONS	Girard	11th May, afternoon.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	AUSTRIALIN	Verton	12th May, 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	TOKI	Charbonnel	25th May, afternoon.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	YARRA	Seller	26th May, 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10, 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

J. MILLET,
AGENT,

QUEEN'S BUILDINGS.

Hongkong, 28th April, 1908.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP CO.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, VIA SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA, GENOA TO HONGKONG IN 30 DAYS.

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT TO OVERLAND PASSENGERS TO OVERLAND AND EUROPE via VANCOUVER, YOKOHAMA—VANCOUVER.....13 DAYS.

LONDON AND PARIS.....16

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, VIA MAGELLAN STRAITS.

Proposed Sailings:

† AMIRAL MAGOM.....4th June	† MALTE.....12th Oct.
† AMIRAL EXELMANS.....25th July	† CEYLAN.....16th Nov.
† OUESSANT.....27th Aug.	† CORSE.....11th Jan.

No passengers. * Intermediate class and rates of passage. New Twin Screw 16,000 T. displac., 1st class accommodation, splendidly equipped with single berth cabins. All round the world ticket by these boats.

For further Particulars, apply to

J. MILLET, FRENCH MAIL OFFICE.

Hongkong, 1st May, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity. THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILATING.

For further information apply to—

BUTTERFIELD & SWIRE,

WEST RIVER BRITISH STEAMSHIP COMPANIES.

Hongkong, 24th March, 1908.

INTIMATION

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 606, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Sonffs, A. I. and Watkins.

Yokohama, May 23rd, 1905.

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAPAN	Second half April	JAVA	Second half April
TJIMAH	JAVA	Second half April	AMOY	First half May
TJIPANAS	JAVA	First half May	SHANGHAI	First half May
TJIKINI	JAVA	First half May	JAPAN	First half May
TJILATJAP	JAVA	Second half May	SHANGHAI	Second half May
TJILIWONG	JAPAN	Second half May	JAVA	Second half May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
YORK BUILDINGS, 1st floor,
Hongkong, 21st April, 1908.

MESSAGERIES CANTONAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL REAU," 1,000 tons, 14 knots.

S.S. "CHARLES HARDOUN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 10 P.M. (Saturdays excepted). Departure from Canton at 5 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Own Wharf near Wing Lok Street, Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

Hongkong, 28th March, 1908.

BARRETTO & CO.,
Agents.

Intimation.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.

BARRETTO & CO.

General Agents.

Hongkong, 22nd October, 1907.

DENTISTRY MARVELS IN COURT.

"BLOOD AND BONES" SPENT ON A PATIENT.

Mr. Richardson, the great doct. of Brook-st., Grosvenor-sq., was himself in the operating chair of K.B.V., before Mr. Justice Grantham and a special jury yesterday (Mar. 31), and Mr. Montagu Lush, K.C., fixed the tweezers of cross-examination upon his jaw for several hours. The dentist, it will be remembered, was Mr. Fremlin, the wealthy brewer of Maidstone, for £370 3s. for dental work done to Mrs. Fremlin. Mr. Richardson says that this, business was work that no other dentist in the world had ever done, namely, the fixing of a "removable gold bar" fitted with the finest teeth obtainable, to Mrs. Fremlin's upper jaw. The lady was charged two guineas for every half-hour she spent in the dentist's surgery.

Mr. Lush's cross-examination lasted practically the whole of the morning, and the case was again adjourned.

I see (said Mr. Lush) you describe yourself as a doctor. Have you taken an M.D. degree?—No; it is merely a complimentary form given to me when I studied and lectured in America. The Judge: So you are a complimentary doctor?

Mr. Lush:—A complimentary dentist! The Plaintiff:—An inhibition of a certain part of America favoured me with the degree—the University of Wisconsin—for lectures I delivered there, my lord.

MOUTH VALUES.

Do you think (asked Mr. Lush) that the charge you made in Mrs. Fremlin's case was fair and reasonable? Oh, yes! Why, I have charged over £3,000 for making a set of artificial teeth and preparing the mouth for them! Where do you come across these fortunate people?—Oh, I have them every day, sir. I should like to say at this point (added the witness) that my presence here is more on behalf of my profession than my personal self. I am laying stepping-stones for English people to understand the value of their mouths (solemnly).

Mr. Lush:—If your stepping-stones are as expensive as this, it would be rather an expensive bridge!

"MY BLOOD AND BONES"

You regard this work with Mrs. Fremlin as the most marvellous work on record?—Yes, I do (proudly).

Work (that cost, you said, a part of your life! What does that mean?—My Blood and Bones! explained Mr. Richardson tragically.

Mr. Lush: I see you write to Mr. Fremlin: I really must thank Mrs. Fremlin for all her patience and perseverance, as I look upon her case as one of the most marvellous on record, and one that has cost part of my life!

Did that patient take part of your life?—Not all of it.

Do the £3,000 ones?—Yes, they do! What happens to you? asked Mr. Lush, sympathetically.

Mr. Richardson drew himself up with dignity. "What happens to a man who sweats and tomes and lathers and gives out his blood and life to his patients—as Mrs. Fremlin knows only too well!" (he cried).

The Judge: Perseverance is supposed to prolong life, you know.

Mr. Lush: Do you mean you got so exhausted?

The witness declared that many times, after being with a patient for two or three hours, he had retired to his bed "done up."

Do you keep a gentleman to hide behind a screen and take notes of what the patient says?—I don't understand. Perhaps that may be so in the legal profession.

This is in the dental profession remarked Mr. Lush, and produced notes of conversation with Mrs. Fremlin and Dr. R., taken by "Dr. R."—a private secretary. This conversation was very remarkable.

Did you know that Mr. Fremlin was a wealthy man?—Oh, yes! was the reply. Everybody knows the Fremlins of Maidstone!

A kind-hearted, confiding man?—Yes. Therefore, a man whom you would like to get hold of?—Well—yes!

"FOR THE BRAINS."

Mr. Lush suggested that in the preliminary, the dentist charged Mrs. Fremlin £26 for something that an ordinary dentist would have done gladly for a couple of guineas.

How much do you put down for the brain? rapped out Mr. Richardson, tapping his domed forehead.

"Very little!" remarked the K.C. drily. "There's lot left in that bill!" continued the witness.

"What is it?" asked Mr. Lush. "There's a great deal of brains left out," murmured the expert, sadly.

"Don't let your brains go out too much," warned Mr. Lush.

"Mr. dear Mr. Lush!" replied the dentist, "You have a wig to protect your brains, and I haven't! Therefore, I have to look after my brains. You know, these pokes are very nice, but they are not very professional to serious-minded men like myself. They get into the papers and cause dreadful results to us professional men."

"Oh, get on, get on!" urged the Judge, impatiently.

Mr. Richardson got on, and proceeded to explain at great length some of his dental victories.

TOOK 300 HALF-HOURS. "This rich and confiding brewer has taken 300 half-hours of your life?" said Mr. Lush, sympathetically.

The Judge: Also your brains! The Dentist: Also my blood and bones, my lord! (Loud laughter.) Some people are so stupid that they think of money only. As for me, I think of skill and effectiveness only.

Speaking of the gold bar which formed the base of Mrs. Fremlin's dental restoration, Mr. Richardson said: "I am as proud of that beautiful and wonderful piece of work as a mother is of her first baby!"

This ended the cross-examination, and in a short address to the jury Mr. Lush argued that the plaintiff's charges were entirely extraneous.

Mrs. Fremlin—a slight, handsome lady with a rather pathetic droop to her mouth—told the jury that she had imagined the pain and the trouble she was going to undergo she would never have undertaken the ordeal. She was given to understand that Richardson was the only man in England who could do the particular work she needed.

The cross-examination by Mr. Palmer was only beginning when the Court rose.

Consignees.

S.S. "YARRA"

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre ex s.s. *Medee* in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon; whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 4th May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th May, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 4th May, at 3 P.M.

No Fire Insurance has been effected.

J. MILLET,

Agent.
Hongkong, 27th April, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"DELTA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Victoria*.

From Persian Gulf, ex B.I.S.N. and R. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th May at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,

Acting Superintendent.
Hongkong, 29th April, 1908.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"ORSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 2nd May, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 30th April, 1908.

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"KALOMO"

Captain Linklater, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

Owing to the steamer having encountered heavy weather, Consignees are notified that a General Average Bond must be signed before Bills of Lading can be countersigned.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 6th May, at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th May will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN TOMES & Co., Agents.

Hongkong, 30th April, 1908.

Intimations.

Wm. Powell, Ltd.,
ALEXANDRA BUILDINGS.

ABSOLUTE NOVELTIES.

Organdi
Muslins:
Bordered
Robes:
Figured
Voiles:

THE HOUSE
FOR
LATEST FASHIONS.

Mercerised
Lawns:
Stripe
Zephyrs:
Costume
Linens:

DAINTY
FABRICS
FOR
PRESENT WEAR.

W.M. POWELL, LTD.,
Des Vœux Road,
and
28, Queen's Road,
HONGKONG.

Public Company

THE HONGKONG ELECTRIC CO., LD.

NOTICE is hereby given that the NINETEENTH ORDINARY GENERAL MEETING OF THE SHAREHOLDERS will be held at the Company's Offices, St. George's Building, TO-MORROW, the 2nd May, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a statement of Accounts to 31st February, 1908, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 18th April to 2nd May, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 1st May, 1908. [421]

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the CLUB HOUSE on THURSDAY, the 14th May, 1908, at 5.15 P.M. for the purpose set forth in the notice posted in the Hall of the Club.

By Order,
JAMES CRAIK,
Acting Secretary.
Hongkong, 29th April, 1908. [456]

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the CLUB HOUSE on THURSDAY, the 14th May, 1908, at 5.15 P.M. for the purpose set forth in the notice posted in the Hall of the Club.

By Order,
JAMES CRAIK,
Acting Secretary.
Hongkong, 29th April, 1908. [457]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW,

the 2nd May, 1908, at 2.30 P.M., at their Sales Rooms, No. 6, Des Vœux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF JAPANESE CURIOS,

Comprising:—
CARVED CHERRYWOOD SOFAS, TABLE CHAIRS, STANDS, MOTHER-OF-PEARL INLAID SCREENS, AND PANELS, SILK-EMBROIDERED SCREENS AND PARASOLS, WAI LANG-INGS, KINKOSAN SATSUMA VASES, HOWLS, CARVED-BRASS AND BRONZE BOWL AND VASES, IVORY CARVINGS, TORTOISE-SHELL ORNAMENTS, ARITA AND MIEDZU WARE, OLD IVORY NETSUKES, INRO LACQUERED WARE, BUDDHAS and TEMPLE ORNAMENTS, OLD CLOISONNE VASES, &c.

Catalogues will be issued.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 1st May, 1908. [448]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

TUESDAY, the 5th May, 1908, at 2.30 P.M., at "Myrtle Bank," 51, Mount Kellet Road, The Peak,

SUNDRY VALUABLE HOUSEHOLD FURNITURE, THEREIN CONTAINED,

Comprising:—
DOUBLE IRON and BRASS BED-STEADS and MATTRESSES, TEAKWOOD WARDROBES with MIRROR DOORS, OVERMANTELS with MIRRORS, SIDEBOARD and DINNER WAGGON, MARBLE-TOP WASHSTAND, BOOKCASES, TABLES, FENDERS, GLASS and CROCKERY WARE, LADY'S DESK by Hall & Holtz, Shanghai, CHEST-OF-DRAWERS, DRESSING TABLE, LAMPS, HAT and UMBRELLA STANDS, &c., &c.

ALSO
ONE 12-BORE SPORTING GUN in Case. Catalogues will be issued.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 30th April, 1908. [459]

For Sale.

THE NEW FRENCH REMEDY
TRADE MARK THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by BROWN, KAYAN, JOHNS, and all others, combines all the virtues to be found in a medicine of the kind, and is a most effective remedy for all ailments.

THERAPION No. 1 is a remarkably short time, after a few days' use, restores all diseases, especially those of the lungs, and is a most effective remedy for all ailments.

THERAPION No. 2 is a remarkably short time, after a few days' use, restores all diseases, especially those of the lungs, and is a most effective remedy for all ailments.

THERAPION No. 3 is a remarkably short time, after a few days' use, restores all diseases, especially those of the lungs, and is a most effective remedy for all ailments.

THERAPION is a remarkably short time, after a few days' use, restores all diseases, especially those of the lungs, and is a most effective remedy for all ailments.

THERAPION is a remarkably short time, after a few days' use, restores all diseases, especially those of the lungs, and is a most effective remedy for all ailments.

THERAPION is a remarkably short time, after a few days' use, restores all diseases, especially those of the lungs, and is a most effective remedy for all ailments.

Intimations.

MUSIC LESSON.

LESSONS in Violin, Mandolin and Guitar at pupils' residences.

Evening engagements for Dances and Concerts.
Apply to—
E. J. LOPES,
C/o Hongkong Telegraph Office.
Hongkong, 9th March, 1908. [522]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. FARLANE,
Manager.
Hongkong, 22nd March, 1908. [612]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5 50 per Cask ex Factory.

In Bags of 250 lbs. net \$3 35 per Bag ex Factory.

SHEWAN TOMES & Co.,
General Managers.
Hongkong, 28th April, 1908. [523]

50 PER CENT LESS.

WE WILL SELL OUR ENTIRE STOCK OF

BICYCLES and

ACCESSORIES

at 50 % less than usual

prices for one week only,

to clear our old stock

and make room for our

new shops at Nos. 33 &

35, Des Vœux Road.

Begin from TUESDAY, the 3rd

MARCH.

Remember we will Remove to our

Shops on the 7th inst.

DRAGON CYCLE DEPOT.

11, D'AGUILAR ST.

Hongkong, 2nd March, 1908. [524]

LEE YEE

HAIR DRESSING SALOON,

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AGUILAR STREET,

HONGKONG,

Hongkong, 2nd September, 1907. [525]

Dentistry.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 24th April, 1908. [526]

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEE.

Consultation Free.

[527]

RELIGIOUS FRENZY.

WEIRD ANTICS OF PEOPLE IN HYSTERICS.

A little sect of rabid Revivalists have taken the Bethel Hall, in the Peckham-rd., and last night (April 1) they gave a thrilling show to a crowded audience of the elect. For two hours certain individuals lost all control of themselves, and went swaying, shrieking mad to the disruption of some of the furniture, and the sheer amazement of the few curious strangers who happened to drift in.

The proceedings are run, it seems, by an Irish-American gentleman, who goes by the name of Holy Brother Wilson. He chews gum, and is assisted by a pale-faced, not unhandsome, American girl, with business-like eyes, and an air of utter unconcern regarding all that is going on.

THE BUSINESS OF THE EVENING.
The business of the evening began by all present grovelling with their heads very much lower than their bodies—and all with their backs to the stage, where flamed a great coloured poster—

VICTORY! IT IS FINISHED!!
In dead silence the voice of the Irish-American suddenly cut like a keen knife into the hot, stifling air.

"Muzzle the critics! Muzzle 'em, muzzle 'em, muzzle 'em! Tear off the scum of Satan!"

Whereupon an aged grey-haired woman with bugles in her bonnet and a mild frenzy in her eyes began tattooing with her heels on the floor, cracking her fingers, and crying in a shrill, unhuman treble, "Bub—bub—bub, bub—bub—bub, bubble—bubble—bubble—booo!"

"She's got it!" yelled Brother Wilson. "Shure, an' she's got it! Will anybody testify?"

A VEILED LADY.
A Gold-Coast negro got up—and gave a moral story about a potato patch, and in the midst of his tale there entered a clever-looking lady in blue, with a blue veil concealing her face. You could see her eyes shining through like sparks. Behind her came her daughter—presumably—a nicely-dressed young lady, with rich red hair, which, as soon as she flung herself frantically into the grovelling position, came tumbling down in a golden cascade.

"Bobbie—bobbie—bobbie!" cried the old lady with the bugles.

Brother Wilson fixed the lady in blue with his sharp, brown eyes. He chewed and asked for testification. And she testified in a rich, refined voice, contrasting strangely with the harsh Hibernian barrogues of Holy Brother Wilson.

A STARTLING EXPERIENCE.
She had just reached the point of her very long—but quite literary and pleasing—story, when a tall girl in the front row went mad with tremendous and nerve-shattering suddenness. She wriggled her arms, the pupils of her large eyes rolled upwards out of sight, and she began to wriggle and gasp and jerk just like the wonderful heroine in the gruesome Sicilian play, "Malia."

"She started steaming—s-s-s-s-s—"

"Tongues! The Power of Tongues!" yelled Holy Brother Wilson. "She's got it!"

It was really an astonishing development of sheer hysteria of the most violent kind. This is something like the beginning of her weird and flesh-creeping recital:

Ho! Hortikka, sintikka, hintikka, siggaso!
Hon! Hittikka, wortikka, wortikka!
Hun! tikka, tokka.
Han. Tikka, Ho tikka.
Hoo—click, click, click.

SANK IN A SEMI-SWOON.
She sank down in a rigid, semi-swoon, while the old lady opposite began her heel tapping and her bubbling again.

The lady in blue went on in her soft voice. "The Devil and I met in the scullery, and we fought hard for two solid hours . . . hours . . . until at last I heard his voice speaking somewhat sadly in my heart:

Yes, madame, I believe you are getting the best of me.

"Hi, Yi, Hi, Hi, Yawp!" broke in Brother Wilson. His voice, leather-lunged with his wild enthusiasm, sounded ridiculously like a butcher yelling his ware on a Saturday night in the Caledonian-rd. But nobody even smiled.

The red-haired girl, sweet-faced, sweet-voiced, and sadly in earnest, told her pretty little schoolgirl tale of how she found it on a windy, misty day in Edinburgh (where she converted an arrandboy and then caught the night express to town and Peckham).

At ten p.m. there was a Waiting and Watching interval, when everybody rocked and groined until nervous ladies at the back began to squirm and think of lions and tigers. Then Brother Wilson began an exhaustive and exhausting exhortation in which the brogue was so pronounced that one waited almost breathlessly for "Begorra!" to break through irresistibly.

He had one small "Malia" spasm, out of which he chortled something very much like the Harvard University yell. But he could whip an ass on the enthusiasm of hysteria, so he chewed gum and fixed the lady with the bugles with his sharp eyes. But even she had ceased to bubble.

Finally the elect lay across the chairs and moaned as if they were in acute internal pain. At about midnight they arose, dusted themselves, and drifted out into the silent streets of Peckham.

Tonight at an address in Upper-st., Islington, they promise more fits and starts.

The whole proceeding is disgusting, and ought to be stopped.—Morning Leader.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than

THEY OUGHT (to etc.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 14th September, 1907. [528]

Intimations.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after 4 or 2 principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.
(2) A METAL SEAL advertising C. M. J. L.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).
CALDERON MACGREGOR & Co., Hongkong.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that JOHN DIXON AND COMPANY, of 193 High Street, Prahran, Victoria, Australia, created Waters and Cordial Manufacturers, have, on the 20th day of January, 1908, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—



in the name of JOHN DIXON AND COMPANY, who claim to be the proprietors thereof.

The Trade Mark has been used by the applicants since the month of June, 1904, in respect of the following goods:—

CORDIALS IN CLASS 41.
Dated the 31st day of January, 1908.

JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
8, Des Vœux Road Central,
Hongkong.

1891.

WHERE ARE YOU GOING?

WHY, TO CHAZALON & CO.,

6, QUEEN'S ROAD CENTRAL,
Where I am sure to find the best

FRENCH BONBONS,
LIQUEURS,
BURGUNDY,
BORDEAUX,
CHAMPAGNE

and
CLARET.

Hongkong, 20th January, 1908. [529]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,500,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.

Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application.)

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.

Undertaken and Executed
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 19th March, 1908. [530]

A WONDERFUL DISCOVERY.

This is the age of research and experiment, when all nature, so to speak, is ransacked by the scientific for the discovery of new and useful things. Science has indeed made giant strides during the past century, and among the most important of these (perhaps the most important) is the discovery of the power of the human mind to create new things.

THERAPION.

This powerful and successful remedy is one of the most valuable and reliable Patent Medicines ever introduced into the world. It is a most effective remedy for all ailments, and is a most valuable remedy for all ailments.

It is a most valuable remedy for all ailments, and is a most valuable remedy for all ailments.

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To Let.

TO LET.

NOS. 4 and 8, LEIGHTON HILL ROAD.

Apply to—
HONGKONG AND KOWLOON LAND AND LOAN CO., LTD.
No. 8, Queen's Road West.

Hongkong, 30th March, 1908. [531]

TO LET.

A HOUSE in KNOTSFORD TERRACE, Kowloon.

No. 3, CANTON VILLAS.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st April, 1908. [532]

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon, Immediate Possession.

Apply to—
A. RAYMOND,
C/o S. J. David & Co.
Hongkong, 13rd March, 1908. [533]

TO LET.

CHAMBERS in No. 7, WYNDHAM STREET, late Hotel Baltimore, 1901, moderate.

First Floor of No. 6, QUEEN'S ROAD CENTRAL, containing 6 Rooms and SERVICE QUARTER.

ONE ROOM with Verandah and a SMALL ROOM on the Second Floor of No. 8 DES VŒUX ROAD CENTRAL, above our office, suitable for Business Premises or Dwelling.

Apply to—
DAVID SASSOON & Co., LD.
Hongkong, 6th April, 1908. [534]

TO LET.

ONE FOUR-ROOMED HOUSE, at PRATA EAST, near EAST FISH.

Apply to—
JARDINE, MATHESON & CO., LD.
Hongkong, 21st March, 1908. [535]

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Sheehan, Tomes & Co.)

Apply to—
THE COMPADORE DEPARTMENT,
Jardine, Matheson & Co., Ltd.,
Cantonment Road Central.
Hongkong, 24th February, 1908. [536]

TO LET.

HATHERLEIGH, CONDOR ROAD

OFFICES in YORK BUILDING, GODOWNS in PRATA EAST, BLUE BUILDING, and No. 105, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE, OFFICES on TOP FLOOR, No. 4, CANTON VILLAS, facing the Chinese Garden.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

HOUSES in WONG-MEE-CHONG ROAD.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 30th April, 1908. [537]

TO LET.

4-ROOMED HOUSES in GAP ROAD near the Race Course within easy access to the Lower Level Tramway. Rent very moderate.

FLATS for Europeans in WING DEAN BUILDING, No. 147, Wanchai Road.

Apply to—
FERDY SMITH & SONS,
Hongkong, 14th December, 1907. [538]

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt
Whiskies distilled in Scotland

OR

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Per Case - - - \$16.50

Watson's

D. SHERRY

SUPERIOR PALE DRY.

Per Dozen - - - \$19.50

A VERY FINE WINE, POPULAR

THROUGHOUT THE FAR EAST.

A. S. WATSON & CO.,
LIMITED,

ALEXANDRA BUILDINGS,

Hongkong, 7th April, 1908.

[33]

Notice.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.Ordinary business communications should be addressed
to The Manager.The Editor will not undertake to be responsible for
any rejected M.N., nor to return any contribution.

The Hongkong Telegraph

HONGKONG, FRIDAY, MAY 1, 1908.

SIR ROBERT HART.

With the advent of Sir Robert Hart to Hongkong next week, en route for England on home leave, there can be no denying that a great deal of interest centres in the imposing personality of the Inspector-General of the Chinese Imperial Maritime Customs. The appreciative article which appears in the N. C. D. News on the morning of Sir Robert's arrival in Shanghai, will, therefore, be read with interest as very apposite at the present moment. Our acknowledgments are due to our Northern contemporary for the reference to the Inspector-General, and which we quote.

Unless the China sea have proved themselves even worse than might be supposed from the extraordinary vagaries of the barometer during the last three days, to-day should see the arrival of Sir Robert Hart in Shanghai on board the Revenue cruiser *Pingchow*. Here the Inspector-General remains until next Saturday when he leaves for home on board the N.D.S. *York*. But three times since he took over the command of the then small and inefficient Customs Service in the year 1863 has Sir Robert Hart visited Europe. For this reason, no less than for the special circumstances attendant on the present visit, it must be a matter of deep regret to all in Shanghai that the hopes informally expressed both by the Municipal Council and the Shanghai Chamber of Commerce, that Sir Robert's stay in the Settlement might be made an occasion of some official recognition of his great services, should have had to be disappointed. There is unhappily but too much ground for the excuse of ill-health on which Sir Robert Hart pleaded to be relieved of any official ceremony seeing that he has only intermittently been in control of the Customs Service since he was entrusted to the Deputy Inspector-General last summer on leaving the Capital for his usual holiday at Peking. At the same time it is reasonable to imagine that the same impulse which has prompted so many men of great

distinction to avoid popular demonstrations in their honour, an impulse which is akin to the accepted principle that the men who do great things are the least able to talk about them, has not been absent from Sir Robert Hart's mind. Such a supposition is the more readily entertained in view of the improvement in Sir Robert's health, which was noted last week on the occasion of his departure from the Capital. The Inspector-General was looking well, our Peking correspondent told us; and he hopes to return to China at the end of the year for which he has been granted leave of absence. That hope will at least be echoed privately, since it cannot be expressed officially, by all Shanghai.

Other writers than those of his own nationality have agreed in comparing the work of Sir Robert Hart with that of Clive and Warren Hastings, although it may be felt that there have been special difficulties in working in, and for, the Chinese Empire which were unknown to the pro-consuls of India. It is only necessary to turn to any handbook of reference for the list of foreign decorations attached to Sir Robert's name, which include distinctions from nearly every important Power in the world, not excepting the Church of Rome, to recognize how highly his services as an intermediary between China and the outside world have been esteemed. On all disputed points whether commercial, religious or political, his advice has been sought by foreign Ministers and Chinese alike. Lord Granville indeed went so far as to offer Sir Robert Hart the appointment of British Minister Plenipotentiary in Peking. But to accept that offer would have placed the Inspector-General in a position of impossible anomaly; and there is no cause for others to regret the decision which induced him to decline an honour that must have been incompatible with his retention of the Customs. In its broad outlines the story of his creation of that Service has been told too often to need more than brief recapitulation here. Its inner details, however, will probably never be known in full by more than one man: the Inspector-General himself. When Sir Robert Hart took charge of the foreign customs, he found that the staff consisted of 200 officials who collected between them £1,500,000. Bribery and corruption were rampant; a system of smuggling and of compromising duties prevailed, which (in the words of an old report) "destroyed, practically, the value of a fixed tariff"; and British Consuls imposed penalties on their nationals with no more result than to incur cordial dislike for severities which were neglected in the case of foreign traders, equally, if not more culpable. In the years since that report was written, the Imperial Maritime Customs have grown until the staff now employs 13,776 men of both foreign and Chinese nationalities; while the revenue has risen to upwards of £1,350,000, and stands to-day as the one certain asset which China can offer as security for foreign loans. Apart from the labours of this department, which have been made to involve a personal responsibility on the Inspector-General's part for every appointment and promotion in the Service, and in addition to the demands which have been made upon him in a diplomatic capacity, Sir Robert Hart has found time to organize the whole light-house equipment of China, and the Imperial Chinese Posts and Telegraphs, which can now reckon over 2,000 post-offices and agencies throughout the Empire.

On such an occasion as the present, when we are but concerned to pay a fitting tribute of welcome to a distinguished passing guest, it would be obviously unbecoming to indulge in speculations as to what man is capable of succeeding to responsibilities so tremendous, or to reopen a discussion which, must, sooner or later, become inevitable, which the intervening months have furnished no adequate cause for reconsidering; and our only reason for alluding even remotely to the question now is the prominence given by *The Times*, in a leading article of which, one of our telegrams spoke on Saturday, to Sir Robert Hart's "acquiescence in certain verbal assurances respecting the control of the Imperial Maritime Customs." Though not categorically stated by Reuter, the reference here to the Imperial Decree of May 9, 1906, with its appointment of two Chinese High Commissioners of Customs and the transference of the whole department from the Waiwup to the Board of Revenue, is too plain to be missed. At the time that that Decree was first promulgated, it formed the subject of a lengthy correspondence between the China Association and the Foreign Office; in which the Association made no effort to conceal its disappointment at Sir Edward Grey's acceptance of Prince Ching's obviously inaccurate contention that the Decree "does not make any change in the method of administration (of the Customs) laid down in the Loan Agreements." It is not necessary at the present time to dwell upon the Decree as "a very serious instance of the policy of extrusion"; although, considered as a slight upon Sir Robert Hart, after his long and devoted service, it can only appear as a piece of almost unequalled ingratitude. There is little doubt that the Peking Government is fully aware of the absolute need to itself of preserving the character and integrity of the Customs Service. How far that Government proposes to act on its knowledge is a very different question. Hitherto the appointment of the High Commissioners does not appear to have made any conspicuous difference in the administration of the Service. But engines, which could be harmless enough while Sir Robert Hart remained in Peking, may be set to revolve with fatal effect directly the check of his presence is removed. The consequent reaction likely to be produced upon the functions of the Service, and the possible lowering of its standard are factors which cannot be overlooked whether in, or out of China; and it is sincerely to be hoped that the Foreign Office will profit by Sir Robert Hart's actual presence in London in re-adjusting its attitude towards a state of affairs that cannot grow less important with the advance of time.

LOCAL AND GENERAL

The French mail of the 21st March was delivered in London on the 29th ult.

A Tokyo despatch of 26th ult. says:—Major-General Broadwood arrived at Port Arthur yesterday, with a view to visiting the battle-fields in Manchuria.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals, begs to acknowledge with thanks, the following donations to the funds of the hospitals:—

Colonial Government.....\$500

THE Chinese Engineering and Mining Company announces that the total output of the Company's three mines for the week ending April 18, 1908, amounted to 24,474 95 tons and the sales during the same period to 20,032.47 tons.

CHUUK TSOI and Chui Man, had to answer, this morning, a charge of larceny, from the dead body of one Ch. Cu, of a blanket, a waistcoat valued at \$3, a fifty-cent piece, a pair silver earrings and a copper ring; at the Public Mortuary, Kowloon. The alleged thieves were remanded in police custody until Wednesday next.

INSPECTOR Withers prosecuted a stallholder in the Central Market for being in possession of a pair of false scales. The law does not countenance the existence of such dubious devices in the markets of the Colony. The Magistrate desired to impress upon the stallholder that fact by ordering him to pay a fine of \$5.

In connection with the serious assault to the European seaman, reported in our yesterday's issue, Ma Pang, a ricksha coolie, was charged with the alleged theft of \$10 from John Roberts and for assaulting the complainant by throwing him into the typhoon refuge at Causeway Bay. The case was remanded until Tuesday next, bail being allowed in the sum of \$50.

MR. J. Hutchings, of the Public Works Department, prosecuted Yan Tin-yu, contractor, of Hollywood Road, at the Police Court this morning, for using bricks in building which were unsound. It transpired in the evidence at the hearing that the bricks had been recovered from a collapsed building. Yan's notion of economy cost him \$250, which was the amount of fine imposed by Mr. J. R. Wood, the magistrate, who tried the case.

A NORWEGIAN seaman, belonging to the *s.s. Torg Eiken*, while in a state of intoxication, did damage to a flower pot valued at \$1 in No. 2 Police Station. The foreigners had to appear before the Police Magistrate to-day to render an account of himself. This he did. His explanations led the magistrate at the Bench to call upon him to contribute \$5 to the Colonial exchequer besides \$1 for the damage to the floral ornament of the Police Station.

THE coolies attaching to the disinfecting station at Kowloon are earning an unenviable reputation for themselves. Two of them were called upon to appear before the Police Magistrate, this forenoon, to render a satisfactory account as to how they came by \$5 from Cheung Leung at Kowloon City. It is alleged that the coolies took the \$5 bill from Cheung and hid it in a bamboo pole. When searched the bank-note was found on one of the accused. Case remanded.

By kind permission of Major R. Le H. Burton and Officers Commanding, the Band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music, during dinner, at the Hongkong Hotel, to-morrow, the 2nd instant:—

March....."Carnegie".....Blanchard
Valse....."Reds D'Amour".....Walden
Selection....."Nelly Nell".....Caryl
Two Pieces....."Wagon-Wheels".....Caryl
(a) "Ein Altmittelalt."
(b) "Song Traume."
Overture....."The Merry Wives of Windsor".....Nicolai
Glee....."Clough and Crow".....Bishop
Reminiscences of Sullivan.....Arnd, Winterbottom
Polka (Cortet Solo)....."The Carillonneur".....Godfrey
(Soloists:—Messrs. (a) (b) (c) (d) (e) (f) (g) (h) (i) (j) (k) (l) (m) (n) (o) (p) (q) (r) (s) (t) (u) (v) (w) (x) (y) (z) (aa) (ab) (ac) (ad) (ae) (af) (ag) (ah) (ai) (aj) (ak) (al) (am) (an) (ao) (ap) (aq) (ar) (as) (at) (au) (av) (aw) (ax) (ay) (az) (ba) (bb) (bc) (bd) (be) (bf) (bg) (bh) (bi) (bj) (bk) (bl) (bm) (bn) (bo) (bp) (bq) (br) (bs) (bt) (bu) (bv) (bw) (bx) (by) (bz) (ca) (cb) (cc) (cd) (ce) (cf) (cg) (ch) (ci) (cj) (ck) (cl) (cm) (cn) (co) (cp) (cq) (cr) (cs) (ct) (cu) (cv) (cw) (cx) (cy) (cz) (da) (db) (dc) (dd) (de) (df) (dg) (dh) (di) (dj) (dk) (dl) (dm) (dn) (do) (dp) (dq) (dr) (ds) (dt) (du) (dv) (dw) (dx) (dy) (dz) (ea) (eb) (ec) (ed) (ee) (ef) (eg) (eh) (ei) (ej) (ek) (el) (em) (en) (eo) (ep) (eq) (er) (es) (et) (eu) (ev) (ew) (ex) (ey) (ez) (fa) (fb) (fc) (fd) (fe) (ff) (fg) (fh) (fi) (fj) (fk) (fl) (fm) (fn) (fo) (fp) (fq) (fr) (fs) (ft) (fu) (fv) (fw) (fx) (fy) (fz) (ga) (gb) (gc) (gd) (ge) (gf) (gg) (gh) (gi) (gj) (gk) (gl) (gm) (gn) (go) (gp) (gq) (gr) (gs) (gt) (gu) (gv) (gw) (gx) (gy) (gz) (ha) (hb) (hc) (hd) (he) (hf) (hg) (hh) (hi) (hj) (hk) (hl) (hm) (hn) (ho) (hp) (hq) (hr) (hs) (ht) (hu) (hv) (hw) (hx) (hy) (hz) (ia) (ib) (ic) (id) (ie) (if) (ig) (ih) (ii) (ij) (ik) (il) (im) (in) (io) (ip) (iq) (ir) (is) (it) (iu) (iv) (iw) (ix) (iy) (iz) (ja) (jb) (jc) (jd) (je) (jf) (jg) (jh) (ji) (jj) (jk) (jl) (jm) (jn) (jo) (jp) (jq) (jr) (js) (jt) (ju) (jv) (jw) (jx) (jy) (jz) (ka) (kb) (kc) (kd) (ke) (kf) (kg) (kh) (ki) (kj) (kk) (kl) (km) (kn) (ko) (kp) (kq) (kr) (ks) (kt) (ku) (kv) (kw) (kx) (ky) (kz) (la) (lb) (lc) (ld) (le) (lf) (lg) (lh) (li) (lj) (lk) (ll) (lm) (ln) (lo) (lp) (lq) (lr) (ls) (lt) (lu) (lv) (lw) (lx) (ly) (lz) (ma) (mb) (mc) (md) (me) (mf) (mg) (mh) (mi) (mj) (mk) (ml) (mm) (mn) (mo) (mp) (mq) (mr) (ms) (mt) (mu) (mv) (mw) (mx) (my) (mz) (na) (nb) (nc) (nd) (ne) (nf) (ng) (nh) (ni) (nj) (nk) (nl) (nm) (nn) (no) (np) (nq) (nr) (ns) (nt) (nu) (nv) (nw) (nx) (ny) (nz) (oa) (ob) (oc) (od) (oe) (of) (og) (oh) (oi) (oj) (ok) (ol) (om) (on) (oo) (op) (oq) (or) (os) (ot) (ou) (ov) (ow) (ox) (oy) (oz) (pa) (pb) (pc) (pd) (pe) (pf) (pg) (ph) (pi) (pj) (pk) (pl) (pm) (pn) (po) (pp) (pq) (pr) (ps) (pt) (pu) (pv) (pw) (px) (py) (pz) (qa) (qb) (qc) (qd) (qe) (qf) (qg) (qh) (qi) (qj) (qk) (ql) (qm) (qn) (qo) (qp) (qq) (qr) (qs) (qt) (qu) (qv) (qw) (qx) (qy) (qz) (ra) (rb) (rc) (rd) (re) (rf) (rg) (rh) (ri) (rj) (rk) (rl) (rm) (rn) (ro) (rp) (rq) (rr) (rs) (rt) (ru) (rv) (rw) (rx) (ry) (rz) (sa) (sb) (sc) (sd) (se) (sf) (sg) (sh) (si) (sj) (sk) (sl) (sm) (sn) (so) (sp) (sq) (sr) (ss) (st) (su) (sv) (sw) (sx) (sy) (sz) (ta) (tb) (tc) (td) (te) (tf) (tg) (th) (ti) (tj) (tk) (tl) (tm) (tn) (to) (tp) (tq) (tr) (ts) (tt) (tu) (tv) (tw) (tx) (ty) (tz) (ua) (ub) (uc) (ud) (ue) (uf) (ug) (uh) (ui) (uj) (uk) (ul) (um) (un) (uo) (up) (uq) (ur) (us) (ut) (uu) (uv) (uw) (ux) (uy) (uz) (va) (vb) (vc) (vd) (ve) (vf) (vg) (vh) (vi) (vj) (vk) (vl) (vm) (vn) (vo) (vp) (vq) (vr) (vs) (vt) (vu) (vv) (vw) (vx) (vy) (vz) (wa) (wb) (wc) (wd) (we) (wf) (wg) (wh) (wi) (wj) (wk) (wl) (wm) (wn) (wo) (wp) (wq) (wr) (ws) (wt) (wu) (wv) (ww) (wx) (wy) (wz) (xa) (xb) (xc) (xd) (xe) (xf) (xg) (xh) (xi) (xj) (xk) (xl) (xm) (xn) (xo) (xp) (xq) (xr) (xs) (xt) (xu) (xv) (xw) (xx) (xy) (xz) (ya) (yb) (yc) (yd) (ye) (yf) (yg) (yh) (yi) (yj) (yk) (yl) (ym) (yn) (yo) (yp) (yq) (yr) (ys) (yt) (yu) (yv) (yw) (yx) (yy) (yz) (za) (zb) (zc) (zd) (ze) (zf) (zg) (zh) (zi) (zj) (zk) (zl) (zm) (zn) (zo) (zp) (zq) (zr) (zs) (zt) (zu) (zv) (zw) (zx) (zy) (zz)

FROM a copy of the *Yorkshire Post* which has reached us, by the mail, we notice that, at the first professional examination at the end of March, held by the Royal Colleges of Physicians and Surgeons, Mr. Ho Shai Kwong (St. Thomas's) was appointed in biology. Mr. Ho Shai Kwong is a Hongkong boy and one of the four sons of Mr. Ho Fook, compradore to Messrs. Jardine, Matheson & Co., Ltd., in Hongkong, who are now pursuing a course of higher education in England. Two months ago, Mr. Ho's elder brother passed the preliminary examinations in civil engineering. There is quite a number of young Chinese gentlemen in England, sons of some of the most prominent and esteemed residents of Hongkong, now pursuing their studies in the English universities.

IN the Marine Magistrate's Court this morning, before the Hon. Commander Basil Taylor R.N., P. C. Edwards charged Chan Pak Wai and Li Chung Cheung, masters of the *Wai On Cheung* and *Hong Fung* boarding houses, for aiding and counselling Chan Sing and Lau Kwai, the defendants, to unlawfully board the *Zaitara*, without the permission of the master or officer in charge of the ship, on the 28th ultimo, in Victoria Harbour. Chan Sing and Lau Kwai were called as witnesses. Cross-examined as to whether they knew that it was wrong to go on board without the permission of the master or officer, they said they did not. They stated that they were sent by their masters to receive friends on board the steamer. Chan Pak Wai, asked if he had anything to say for himself, said that he thought what he was doing was right. Li Chung Cheung said he had nothing to say. Each of them was fined \$10, the latter received a warning that this was only a summary fine. Next time he sends his boy to board a steamer before it is anchored he will be fined \$50. *Referring to the "boy" charged with the offence, the magistrate said that he was instructed to ask permission of the master.*

The Japanese Boycott

CANTON VICE-ROY'S PROCLAMATION.

In response to a further communication received from the Japanese Consul at Canton, the Viceroy has issued another proclamation advising the people to desist from holding meetings with a view to foster the boycott propaganda. His Excellency enjoins his subjects not to cause any interference with individual liberty in the buying or selling of articles according to personal requirements.

ANOTHER NATIONAL DISGRACE MEETING.

[From Our Own Correspondent.]

Canton, 30th April.
A National Disgrace Meeting was held by the people of the two villages of Chiu-tsun and Chik Fa, in the Kwang Yik Charitable Institution. There was a large attendance, including the representatives of the Canton Self-Government Society, who made speeches before the assembly on the *Taiwan* incident and at the same time encouraged the people to assist in the development of native industries. All those present were greatly interested at the discourse and expressed their pleasure in filling in line with the Japanese boycott movement. There was also present a representative of the paper guild of Hongkong, who had with him a quantity of envelopes and note papers, all of which were printed with the characters "National Disgrace." He distributed these articles to the people and assured them that they were of native manufacture. The meeting ended at 4 p.m. and was pronounced a great success.

A similar meeting was held yesterday in the Tsung Lok market, in the Shun Tai district, and a resolution to join the Japanese boycott was passed.

THE JAPANESE FLEET.

When the people were greatly agitated a few days ago over the rumour that a Japanese fleet was coming to Canton, the Viceroy wired to the Ministry of Foreign Affairs at the Capital to inquire if the rumour had any foundation. In reply, the Ministry informed the Viceroy that no communication had been received from the Japanese Minister at Peking to that effect. The Viceroy has also made inquiries at several Japanese consulates as to the truth of the advent of the Japanese fleet to Canton as rumoured; but His Excellency received answers all in the negative.

DISSENTIENS IN JAPAN.

Tokio, April 26.
Over 100 Cantonese, resident in Tokio, have passed a resolution holding the Peking Government responsible for the incident of the *Taiwan* case, and declaring that the boycott is not only misapplied, but is detrimental to the relations of China and Japan.

The Cantonese in question are distributing copies of a circular containing notice of the resolution, and are dispatching canvassers in its support.—*N. C. D. News.*

COUNT HAYASHI ON THE SITUATION.

April 21.
According to telegrams reaching Japan, the boycott in Hongkong is assuming serious proportions. The Hongkong branch of the Special Bank has, it is said, entirely lost its Chinese customers. Every description of Japanese goods bearing a Japanese trade-mark has been affected more or less.

Chinese firms at Nagasaki have received telegraphic information from Canton to the effect that Chinese merchants there have agreed among themselves to stop buying Japanese goods after this month. The Japanese merchants engaged in trade with Chinese held a meeting and adopted a resolution to the effect that measures should be devised against the boycott and submitted to a general meeting of the guild not later than the 15th inst. It is stated that trade with South China always falls at this time of year, so that the present depression cannot be taken as entirely the result of the boycott. The cargo of the *Taiwan* was disposed of at a very low price, and that circumstance has seriously affected the market. The Nagasaki merchants shipped marine produce to the value of ¥20,000 by the German mail on the 18th for Canton, via Hongkong, to test the effect of the boycott.

Chinese merchants in Yokohama are reported to be hesitating to buy goods in view of the boycott in Kwangtung, and as the result the marine produce market in Yokohama is very dull.

A Tokyo message to the *Asahi* credits to Count Hayashi a statement to the following effect on the question of the boycott of Japanese goods in South China:—

"(Diplomatic secrets cannot be disclosed, and the Foreign Office must not be condemned as incapable and inactive because of its reticence in diplomatic secrets. Since the outbreak of the boycott movement in China communications had been constantly exchanged between the Government of Japan and China. He was not yet in a position to publish these communications. Nothing could be forced in diplomacy. There was a diplomatic law in forcing demands; and the success otherwise of diplomacy could only be seen at the end; as, for instance, in the case of the settlement of the *Taiwan* question. It must be Chinese who will lose as the result of the boycott. It was impossible to predict how far the Chinese merchants could sacrifice their profits. There was a Vice-Consul in Hongkong; and the Government would not remain idle."

FEELING IN AMERICA.

The *Oriskany* credits Mr. Okubo, Director of the Commercial and Industrial Bureau in the Department of Agriculture and Commerce, with an interesting statement on the question of the boycott of Japanese goods in China. Miscellaneous goods and marine produce required in South China are almost exclusively supplied from Japan, he said. The boycott of Japanese goods there would only hurt the Chinese themselves. He said that he could not doubt that they were prepared to

defence their interests, sparing no pains in threatening their unity in the boycott action. No authoritative report had yet been received by his department regarding the agitation, so that he was not in a position to give an opinion on the effect of the boycott on Japanese trade, or to advise on the course to be taken against the agitation. Mr. Okubo thinks that judging by the recent boycott of American goods, the present agitation may last six or eight months longer. He regards it as an indisputable fact that British, German, and American merchants, who are jealous of the popularity of Japanese goods, hoping to avail themselves of the opportunity which the agitation affords for extending the market for the goods in which they deal, show a disposition to stir up the Chinese. The Japanese Department of Agriculture and Commerce has ascertained that little effect has been produced on the trade in Japanese goods so far, and the only way now open for the Government is to leave the matter as it is at present and allow the agitation to take its course.

The Nagasaki Chamber of Commerce, which recently adopted a resolution to address a memorial to the Government asking that proper measures be taken to suppress the agitation in South China, has invited the Kobe Chamber of Commerce, to follow its example. The Kobe Chamber, however, thinks it insufficient merely to address a memorial to the Government, and proposes to fully investigate the situation and take more effective measures. What these are is not explained. Not gunboats, we hope.—*Japanese Chronicle.*

"OUR CHINESE FRIENDS."

In connection with the boycott by Chinese firms of the Japanese steamers, Messrs. Burns, Philp, and Company have forwarded to Ping Nam, president of the Chinese Reform Association, the following letter, says the *Sydney Evening News* of 3rd April:—

As managing agents in Australia for the Nippon Yusen Kaisha, we consider that we have always held the confidence and esteem of our Chinese friends in connection with the carrying out of freight and passage contracts, and in all other matters connected with the shipping intercourse as between Sydney and the East as far as the Japanese Company is concerned, and we are very pleased to note that at the meeting of Chinese merchants on Wednesday a resolution was passed that the Chinese bear no ill will to their Japanese friends.

Since a section of the Chinese at Canton felt aggrieved over the unfortunate *Taiwan* incident, and inaugurated a boycott, we have had assurances from many of our clients that they hope to continue their business through ourselves, and would sincerely hope that no definite action be taken which might have any serious effect upon the present Eastern trade connection, which is acknowledged on all hands to be highly satisfactory, regular connection being provided every few days from Sydney by the four large steam companies now engaged in the China-Japan trade.

It is usually recognized by all experienced business people that a regular, prompt, and economical steam service is better suited to all concerned—shipowners, importers, exporters, and the public generally—than an overdone and exceptionally keen competition of rival services, which tends to demoralise both owners and merchants.

In this way the advent of a purely Chinese service, in addition to the present Japanese, British, Australian and German services, would not be advantageous to Australia, nor would our Chinese friends have much prospect of remunerative result.

All things considered, we would hope that wiser counsels would prevail, and that now the Chinese mercantile community have accomplished what is their power to do they will desist from further widening any supposed breach, and allow a quiet and conciliatory attitude to prevail, showing that they have the strength and desire to take a broad view of the position, and so carry on what we feel is their wish, namely, not to bear any ill will to unoffending Japanese merchants, shipowners and agents, who might be adversely affected by their action.—Yours faithfully, JAMES BURNS, Managing Director.

THE CHINESE REPLY.

The following letter has been sent to Colonel Burns as a reply to his letter.

158 George-street North, Sydney, April 3.
James Burns & Co., managing director, Burns, Philp, and Company, Limited, Sydney.
Sir,—Yours of the 2nd instant, to hand, and the contents thereof have been given careful consideration. I am instructed to reply to you, and at the same time thank you for the kind interest manifested in this matter, as we are convinced that we have your hearty sympathy.

As managing agents in Australia for the Nippon Yusen Kaisha, you state that you have always held the confidence and esteem of the Chinese community. This assertion is indisputable, and we are positive will receive the endorsement of every member of the Chinese community.

It is most regrettable that the *Taiwan* incident should have forced us to take the course decided upon. In taking this step, we found, in order to vindicate our rights as subjects of China, that this was the only course we could adopt.

Your remarks to the effect that you hope we will continue our business through yourselves have been carefully taken into consideration. Your firm can rest assured, on this point, as we still intend to support your firm the same as hitherto in all departments, excepting where such might come in conflict with the expressed wish of the Chinese citizens.

We concur with you in the advantage derived from the four steamships now running in the China-Japanese trade. With regard to the advent of a purely Chinese service that is mooted, the success or otherwise of such an undertaking is purely speculative.

The subjects of China have no personal disagreement with the Japanese as a people, nor have we any desire to create trouble in this direction. We are fighting for the principle of national dignity, hoping to achieve victory without introducing personal animosity.

I trust in the interests of peace, trade, and commerce, the trouble now existing will before long reach finally. We shall then be able to meet on common grounds, and transact business as heretofore, and in such a way as will be advantageous to all concerned.

Again thanking you for your kind interest in this matter, and the uniform courtesy always exhibited towards us, I am, on behalf of the Chinese Citizens' Committee,

PING NAM, Chairman.

CANTON DAY BY DAY.

THE VICEROY'S PROGRESS.

[From Our Own Correspondent.]

Canton, 29th April.
Last evening a telegram was received at the Viceroy's yamen from H.R.H. the Viceroy, from Weichow, stating that he left Weichow on the morning of the 27th instant, and proceeded to Kiam Sha Tan en route for Saluam and will be due to arrive at Shihching on the morning of the 29th instant.

COAL MINES.

The Canton Bureau of Agriculture, Industry and Commerce has proposed to appropriate a sum of 200,000 taels from the Government treasury for the purpose of working all the coal mines that have been discovered in the Panyu district.

RAILWAY CO'S C.L.L.

Yesterday, a meeting was held in the Canton-Hankow Company's offices for the purpose of making arrangements for the collection of the second call at \$1.50 a share. There were present the Provincial Judge, the Brigadier-General of Kwangchow, the Kwangchow Prefect, and the two district magistrates of Nambou and Panyu and the representatives of the nine Charitable Institutions. After considerable discussion and with the aid of the officials present, the representatives of the Charitable Institutions at last acquiesced in the request of the Canton-Hankow Railway Company to assume the responsibility of collecting the second call for the Company. At the meeting it was decided that the collection of the call in question will be commenced from the 1st day of the 7th moon and will be closed on the 30th of the 10th, this year.

Seeing that some officials are still likely to be addicted to the vice of opium-smoking, the Canton high authorities will, from the 1st day of the 4th moon, send some special officers to secretly visit the different yamens every day in the city to see if any official has not really entirely rid himself of the habit, in order to strongly enforce the anti-opium regulations.

Another section of the Canton-Hankow Railway from Sam Wah Tim to Kwan-tin has been completed; it is reported that this section will be opened for traffic on the 15th day of the 4th moon.

A COLLISION.
At 8 p.m. on the 27th instant a passenger junk named *Shun Lee*, while being towed by the steam launch *On To* en route to Canton from Shin Hing, collided with a passing launch in the vicinity of Chiu Tann. The junk was greatly damaged; a part of her bow being carried away. The tow-ropes was at once cut and the launch got alongside the junk, which was then lying very low in the water, and being over the passengers. The passengers hurried to get aboard the launch, but in the dark night many of them fell into the water. It is now ascertained that some thirty persons were drowned in the accident.

SILK PROSPECTS.

The continuous rain has caused damage to the mulberry trees to some extent and the price of mulberry leaves in consequence has recently advanced considerably. The leaves damaged by rain are not fit for the silk worm, and consequently the silk worms have died, while great quantities have also been injured. The silk worm rears stated that the next crop of silk cannot be expected to be very promising.

ANTI-OPIMUM CAMPAIGN.
Recently the Canton Police authorities have again issued a proclamation with reference to the prohibition of opium smoking.

This afternoon, the *China Times* of 17th ult. says, all of Peking Society was early astir. Two

The Pacific Fleet.

TO VISIT HONGKONG.

THE GOVERNOR'S INVITATION ACCEPTED.

The following telegrams to and from the Secretary of State for the Colonies respecting invitation to the United States Fleet to visit Hongkong have been communicated to us by the Colonial Secretary:—

[Governor to the Secretary of State.]
Propose if His Majesty's Government concur invite American Fleet to Hongkong.

[Reply from the Secretary of State.]
Your telegram of 1st April. Invitation will be communicated to U. S. Government.

[Further reply from the Secretary of State.]
Your telegram of 1st April. U. S. Government accept invitation.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

ANTI-CHRISTIAN RIOTS.

CHURCHES AND YAMEN DESTROYED.

[By courtesy of the "Sheung Po."]

Shanghai, 30th April.
There has been an anti-Christian rising in the Ying'an district, Anhui province. Churches have been destroyed. The Magistrate's yamen was burnt down and prisoners in the goal liberated. The Governor of the Province has sent troops to suppress the riots.

THE MANCHURIAN RAILWAY.

RUSSIA'S DEMANDS.

[By courtesy of the "Sheung Po."]

Peking, 30th April.
Russia has preferred a demand for joint management with China of the Manchurian Railway.

The Waiwupu has strongly protested.

THE EMPRESS DOWAGER.

AND TELEGRAPHIC MEMORIALS.

[By courtesy of the "Sheung Po."]

Peking, 30th April.
The Empress Dowager has directed the Grand Council to lay before her, without delay, all telegraphic memorials that may be received in future from the Provinces throughout the Empire.

CONSTITUTIONAL GOVERNMENT.

CHANG CHIH-TUNG IN FAVOUR.

[By courtesy of the "Sheung Po."]

Peking, 30th April.
H. H. Chang Chih-tung has lately expressed himself as being in favour of the idea of a Constitutional Government for China.

His Excellency has had a consultation with Prince Ching on the subject; the latter shares his views.

It is reported that a Parliament will be established either on the 37th or 39th year of Kwang-shu (i.e., three or five years hence).

PEH IRON WORKS.

SHENG KUNG-PO'S CONCERN.

[By courtesy of the "Sheung Po."]

Peking, 30th April.
It is reported that Sheng Kung-po has been allowed to remain at Hupeh in order to enable him to put in order the affairs of the Iron Works.

The Late Premier.

London, 28th April.

Mr. Balfour has written to Mr. Asquith saying that he deeply regretted his illness prevented him from participating in the tribute of the House of Commons to Sir Henry Campbell Bannerman, whose qualities he eulogizes in the warmest manner.

Accident in the German Navy.
The premature explosion of a charge in the battleship *Elisavet* at Kiel killed two and injured six of the crew.

The Loss of H.M.S. "Gladiator."
The Company Owners of the American liner *St. Paul* have given £500 to a *Gladiator* fund.

Failure of a New York Stock-broker's Firm.
Messrs. Knapp & Co., stockbrokers of New York, have suspended payment, and the Chairman of the firm has committed

THE COTTON YARN LOTTERY SCHEME.

JAPANESE PRESS COMMENTS.

The scheme started by the Japanese Cotton Spinners' Association to dispose of cotton yarn in China by offering prizes is treated editorially by several of the vernacular journals. The plan has not only elicited adverse comment from foreign journals, remarks the *Jiji Shimpō*, but the Hongkong Chamber of Commerce has now issued a circular addressed to other similar institutions calling upon them to join in a protest against the scheme through diplomatic channels, inasmuch as it is an illegal method of competition largely partaking of the nature of gambling. The desire of the Hongkong Chamber of Commerce to make the question a subject of international negotiation seems questionable, for the enterprise started by the Japanese spinners is nothing but

A BUSINESS EXPEDIENT.

similar to that reported in by business men in every country for the encouragement of the sale of their goods. If the foreign merchants deem it injurious to their business interests they may adopt their own measures for purposes of self-defence. The doubt expressed by the London *Economist* as to the reasonableness of a diplomatic protest against the scheme is well founded. Nor can it be considered a lottery pure and simple, as the idea is to offer a prize with an article sold. As to the results to be obtained by such means, however, they must be regarded as doubtful. The Japanese cotton yarn trade enjoyed great prosperity and profit since the war up to last autumn, when a reaction set in; yet

THE PRESENT CONDITION OF THE TRADE is not so bad as to jeopardize the foundations of the industry. After all, fluctuations are inevitable in any trade. It is not surprising that the unprecedented prosperity of the last few years should be followed by the comparative dulness of the market at present. There is, however, no need for much apprehension regarding the future of the trade, as is shown by the spinners who can afford to wait for an improvement in the market. The prize-offering scheme, however well-planned it may seem, is nothing but

A TEMPORARY EXPEDIENT.

to relieve the market of the existing congestion, but it is apt to create the impression amongst buyers that the Japanese spinners, unable to hold their ground, will carry out dumping sales sooner or later. So far the prize scheme appears not to have shown as satisfactory a result as was anticipated. The increased sales of yarn to China of late are apparently due more to cheap offers made by the sellers in anticipation of a further decline of the market, than to the offer of prizes. The principal cause of the depression in the yarn trade is the depreciation of silver, which, however, in turn, will encourage Chinese exports and restore the purchasing power of the natives. It is advisable, concludes the *Jiji*, that the spinners should await the return of fortune by restricting production, if necessary, and without having recourse to means the effect of which is extremely doubtful.

There are at present, writes the *Nichi-Nichi*, two commercial questions at issue in China in which Japan is interested, namely, the boycott movement and the cotton yarn prize scheme. The former has arisen out of a mistaken sense of patriotism on the part of the Chinese, who are too recklessly anti-foreign to be economically clear-sighted. That being so, the boycott movement may be left to run its course. As to the cotton yarn question, however, it deserves attention, as the Hongkong and other Chambers of Commerce have now taken up the matter seriously.

THE BURN OF CONTENTION.

is the allegation that the scheme started by the Japanese is a sort of lottery which aims at increasing the sale of yarn in China by taking advantage of the gambling spirit prevalent amongst the people. That the method followed by the cotton spinner is nothing but an expedient devised to meet the exigencies of a situation will be admitted by all. But it is problematical whether it will show such success as is desired by the promoters. Such an artificial means, once adopted, will be found difficult to discard. Ever amongst Japanese newspapers there are some which have recourse to various means, quite outside their orthodox methods, in order to increase circulation. Whatever is thus obtained by them, they find it necessary to maintain by similar means in the future, and so these are repeated one after another ad infinitum, even to the neglect of work in the proper field. Similarly, the adoption by the cotton spinners of such a method as that which they have taken up, is liable to cause them to neglect the proper means for extending the trade. The decline of silver and the over-production of yarn are principally responsible for the depressed condition of the market. Prosperity will return to the trade as soon as these factors are righted. Prize-offering is not bad in itself, but if the spinners really expect to encourage and extend trade by such puerile means they are sadly mistaken.

The *Nichi* deals with the subject from another point of view. One would have thought, remarks this journal, that the British merchants, whose strong common-sense is characteristic, would not try to drag a question of

PURELY COMMERCIAL COMPETITION.

as is the case at issue, into the arena of international politics. The great fall of silver has given a heavy blow to Japan, and a gold coinage system is in force, which is carrying on a large volume of trade with China. It is not unnatural that the Japanese cotton spinners, who are suffering greatly from a congested and depressing market, should take any means for the promotion of their interests. The English merchants on their part may have any triple calculated to set off Japanese competition. But it is surprising, even absurd, that they should try to put a stop to Japanese competition through the efforts of the Foreign

Office at London. Nor is the question of such a nature as to be made the subject of international communication. True, the holding of a lottery is prohibited in Japan, but at the same time the issuance of prize-bearing debentures or tickets is allowed. Similarly in Europe and America. As to China, gambling is almost openly permitted. In such circumstances, there can be nothing morally wrong if the Japanese spinners introduce the sale of prize-bearing merchandise. England has imported into China a large quantity of opium for many decades past and thereby gained enormous profit, though morally speaking the transaction is far worse than gambling. Japan, however, has not raised a voice against England's opium traffic. The endeavour of some Englishmen to place the question on an international pedestal is not only unbecoming to their dignity and common sense, but must be harmful to the cordial relations existing between Japan and England.—*Japan Chronicle*.

SIR ROBERT HART.

ARRIVAL IN SHANGHAI.

Sir Robert Hart Bart, Inspector-General of the Imperial Maritime Customs, arrived in Shanghai yesterday, says the *N. C. D. News* of 28th ult. The revenue cruiser *Pingcheong*, in which he travelled down from Tientsin, was expected about noon, and with praiseworthy punctuality she dropped anchor off the P. and O. Buoy just as the noonday gun was fired. A trim little vessel she looked as she came up the river, with the Inspector General's flag at the fore and the Chinese dragon-flag at the stern. Her crew were at their quarters aft, and as she passed the various men-of-war on her way up river marines and sailors stood at attention on the quarter-decks.

The Customs and River-Police launches sported new flags for the occasion. There was a large crowd on the jetty when the *Pingcheong* came into sight, and everyone was on a tip of expectation as the little cruiser made her way up past the *Flora* and swung round to the tide by the next buoy. The Customs launch at once put out to meet her, and a minute or two later the Inspector General's flag came down with a run from the foremast, and intimated to the waiting crowd that Sir Robert Hart had left the cruiser. In a few moments the launch was alongside the jetty, and Sir Robert Hart, who was accompanied by Mr. H. E. Hobson and Mr. W. A. Carlson (Harbour Master) stepped briskly ashore. Practically the whole staff of the Customs House, Chinese as well as foreign, was present on the jetty and when Sir Robert landed he exchanged greetings with many of his colleagues. His reception was quiet but impressive, and he raised his hat again and again en route to the waiting carriage, in response to salutations from the crowd. Then, entering the carriage with Mr. Hobson and accompanied by three British troopers and a Trooper-Sergeant, the Inspector-General drove to the residence of Mr. Hobson in Hubblewell Road. Sir Robert Hart looked well, and bore few, if any, signs of his recent illness.

NEW N. Y. K. LINER.

LAUNCH OF THE "ANSHIMA-MARU."

Glorious weather favoured the launch of the latest addition to the fleet of the Nippon Yusen Kaisha—the *Anshima-maru*, a vessel of 8,600 tons now being built to the order of the company at the Kawasaki Dockyard. The launch took place under the happiest auspices on Saturday, reports the *Japan Chronicle* of 21st ult., and it was a red-letter day for the Kawasaki Dockyard Company, the *Anshima-maru* being the largest vessel yet to be built there. A large number of invited guests, including several foreigners, assembled to witness the ceremony, there being fewer of the latter than usual on account of the Easter holidays. Among those present were Marquis Matsukata and Mr. Kondo, President of the Nippon Yusen Kaisha. The proceedings were opened at 6 o'clock, when Mr. Kondo, wife of the President, performed the naming ceremony. The *Anshima-maru* left the dockways and glided gracefully into the water at 6.30, amidst the deafening cheers of the large crowd of spectators, while all the vessels in the neighbourhood blew their sirens.

After the launch the guests were hospitably entertained, light refreshments being provided in one of the workshops which had been tastefully transformed into a gayly decorated reception-room for the occasion.

In due course Mr. Matsukata, President of the Dockyard Company, expressed thanks to the guests for their presence; and on his proposal heavy *dinner* were given for Mr. Kondo, President of the Nippon Yusen Kaisha. Mr. Kondo, in responding, referred to the fact that the new vessel was the largest in the company's fleet and the largest yet to be built at the Kawasaki Yard. By the launch of this boat the Kawasaki Dockyard had demonstrated to the world what it was capable of accomplishing, and paved the way for the greater success of the company. Mr. Kondo added that the present development of the marine transport business was largely owing to Marquis Matsukata, who while in office favoured legislation for the encouragement of the marine industry of Japan. He called for "sansei for the Kawasaki Dockyard Company," eliciting a lusty response.

Governor Hattori, in the course of a few remarks, then proposed "sansei for Mr. Kawasaki," President of the Dockyard, and the cheers having been heartily given, the very successful proceedings were brought to a close. The *Anshima-maru* is a steel vessel, Lloyd's 100 A, built in conformity with the Imperial Japanese Shipbuilding Encouragement Law. She is 65 feet long, 55 feet beam, and 34 feet deep, gross tonnage 8,600, and register tonnage 8,500. She is to be fitted with two screw propellers, and is to be fitted with two engines, each of 1,200 horse-power, and her speed is designed to be 16 knots. It is expected that the vessel will be ready for her maiden voyage in the autumn.

A CHINESE CRISIS.

WIVES OR NO WIVES.

COUNSEL AND LAW AND CUSTOM.

The important action concerning the distribution of the estate of Choo Eog Choo, a Singapore Chinese man of great wealth known as the "Orang Kaya Saigon," was carried on yesterday, before the Chief Justice, the Hon'ble A. F. Law, reports the *Singapore Free Press* of 30th April. The question was whether several Chinese women in the case were wives or concubines. The names of the parties are Choo Ang Chee vs. Neo Chan Neo, Tan Seok Yang, Cheong Chong Kim, Lim Cheok Neo, Mah Im Neo and Neo Soo Neo. For the first, Messrs. Nanson and Carver, the second, Braddell and Wee Theam Tew, for the third, Delay and Chopard, for the fourth, Harris for the fifth and Ganut for the sixth.

There were some amusing passages yesterday, when Mr. Harris commenced what was an address of considerable eloquence. He spoke at some length and delivered matters with a few airy observations which produced good deal of amusement.

A DROP IN ETERNITY.

Mr. Harris considered it unreasonable for one of his learned friends to come there "with antiquated Chinese laws and attempt to upset the humane laws of the Colony in half an hour."

His lordship: "In half an hour! In four days, you mean."
"What is four days in eternity," asked counsel of a smiling Court. No answer being forthcoming, he answered it himself.
"A very small drop in the ocean."

"To come here," he went on, "and try to upset the humane conditions obtaining in the Straits Settlements for hundreds of years, and upset all these customs of Malacca in four, seven or twenty days, is to attempt to accomplish what, if I were a prophet or the descendant of a prophet, is a task my friend won't succeed in."

Chinese law came in for a little criticism from counsel.

"We don't go to China for law," he affirmed. "It would be a most unfortunate thing were we to go to China for law—or learning."

Mr. Harris then described what he called a conspiracy to defraud and rob these people, from what was theirs from the beginning. Yeo Chan Neo was a weak woman, who had been induced to give up her rights in this case. She was a fool.

"Counsel," said Mr. Harris, "has compared the Chinese wives to the moon and the concubines to stars. If this is so, it shows the position of the latter is certainly elevated. When we talk of a woman being like a star, it is the proof that we have a good deal of respect for her perfections," Mr. Harris affirmed.

"CHINESE AND COOKERY."

The Court now proceeded to listen to the quoting of authorities. Mr. Dyer Ball was also on China—mentioned.

"I don't know whether he is a great authority," remarked counsel.

His lordship: "He has written a great many books—I, I believe. A cookery book I see, amongst others." (Laughter).

Mr. Harris contended that if his lordship decided in favour of one woman in this case it meant that there would be many women in Singapore placed in a very hopeless position. The word "concubine" was only to distinguish from the principal wife who held a more important position. He believed every one of these women went through a form of marriage with the deceased Chinese *Croesus*.

On the Court resuming in the afternoon, Mr. Harris spoke on the merits of plurality of wives. He asked the Court to remember that they were dealing with an Eastern country and not with a Christian country or with Christian ethics of the West. It was justice and in a broad spirit. In a recent decision of Mr. Justice Fisher, it was shown that the judge did consider the plurality of wives as part of the existing system, by granting letters of administration to a second wife. The teaching of Confucius was in favour of plurality. The wife of Chinese in the registry showed that plurality of wives was recognized and favoured by them. The Malacca decision was come to by a common jury who had been misled and who misunderstood the question at issue. The other nations of the East—the Jews, Indians, Arabs, Japanese—all accepted the plurality of wives. He had it on the highest authority that the Emperor of Japan had twelve, proper, respectable wives.

Mr. Ellis: "The King is above the law" (Laughter).

Mr. Harris: "Remember, Charles the First." Continuing, Mr. Harris said he considered himself an authority on Jewish laws and customs, and he knew it for a fact that by Biblical statute a Jew can have as many wives as he wishes. Taking the Bible as Jewish history, it was shown that Abraham, Solomon and David had many wives—Solomon had one thousand.

Mr. Nanson: "Wives and concubines." Mr. Harris: "At any rate he had more wives than the deceased Chinaman in this case."

Mr. Ellis: "Fifty times more (laughter)." Continuing, Mr. Harris said the custom of plurality of wives was an Eastern custom (to prevent prostitution) he referred to the Mohammedan Marriage Law which he contended showed a spirit of legislation in favour of plurality. If it was held that there was only one wife all these women and children would be in the evil position of prostitutes and bastards.

Counsel quoted Sir P. Beggan Maxwell as an authority in support of his contention, as well as the late Mr. G. Harris, Professor of Chinese. His client had been married to this man for twenty-five years and had six children by him. The custom of Singapore and the law of Siam allowed plurality of wives. He asked his lordship to say that all these women and children were already dead.

Today's Advertisements.

HONGKONG HOTEL.

MENU.

SATURDAY, 2nd May, 1908.

DINNER.

HORS D'ŒUVRES.
Eggs en Aspic.

SOUP.

Champignon.
FISH.

Smoked Fish and Butter Sauce.

ENTREES.

Pigeon Farcie and Green Peas.
Sweetbread Goulets and Tomato Sauce.
Haricot Oxtail.

CURRY.

Burmah.

JOINTS, &c.

Roast Sirloin of Beef and Horseradish.
Roast Capon and Celery Sauce.
Boiled Corned Leg of Pork and Pease Pudding.
Cold Spiced Beef and Beetroot Salad.

SWEETS.

Caramel Pudding.
Meringue Ice Cream and Finger Cakes.
Apricot Tartlets.
Tiptop Cakes.

DESSERT.

Coffee. Fruits. [46]

CHINESE ENGINEERING & MINING COMPANY, LIMITED.
AN INTERIM DIVIDEND of One Shilling and Six Pence per Share free of tax for account of year ending 29th February, 1908, has been declared by the Directors of the above Company. Coupon No. 10 is payable on 1st May at the Chartered Bank of India, Australia and China, and the Russo-Chinese Bank at Tientsin and Shanghai.
SHEWAN, TOMES & Co., Agents.
Hongkong, 1st May, 1908. [46]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on MONDAY, the 4th May, 1908, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road Central, corner of Ice House Street, SUNDRY HOUSEHOLD FURNITURE, ALSO 50 Cases COGNAC, AND 100 Boxes MANILA CIGARS. TERMS:—As usual.
HUGHES & HOUGH, Auctioneers.
Hongkong, 1st May, 1908. [465]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR MOJI, KOBE AND YOKOHAMA.

THE Steamship "EASTERN," Captain McArthur, will be despatched as above on TUESDAY, the 5th inst., at Daylight. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon A.B. carried.
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 1st May, 1908. [462]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship "HAITAN," Captain J. S. Roach, will be despatched for the above Ports on TUESDAY, the 5th inst., at 10 o'clock A.M.
For Freight or Passage, apply to DOUGLAS LAIRDALE & Co., General Managers.
Hongkong, 1st May, 1908. [464]

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.

THE Steamship "PRINZ SIGISMUND," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th of May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th of May, at 0.30 A.M.

All Claims must reach us before the 12th of May, 1908, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, BREMEN.
MELCHERS & Co., Agents.
Hongkong, 1st May, 1908. [46]

THERE was a rumour the other day in local Chinese circles that Kuo Erh-chia, and Chung-ying—the two men who were found guilty in Peking of sending secret information to certain foreign legations, had been decapitated whilst en route to Chinese Turkistan as convicts.

It is stated that the rumour is without foundation, and that the two exiles have already reached the borders of Shensi province, which is about a third of their journey. As the sentence is one of banishment for life the idea obtained in the rumour is that they would be executed.

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ARE OFFERING AT VERY LOW PRICES A FEW HIRE PIANOS IN Excellent Condition.

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ON EASY PAYMENT SYSTEM.

Large Selection of RECORDS.

FURTHER SUPPLY OF THE

"MERRY WIDOW"

Waltz.

NOW ON HAND.

Worked by 27th April, 1908.

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE

WEEK DAYS.

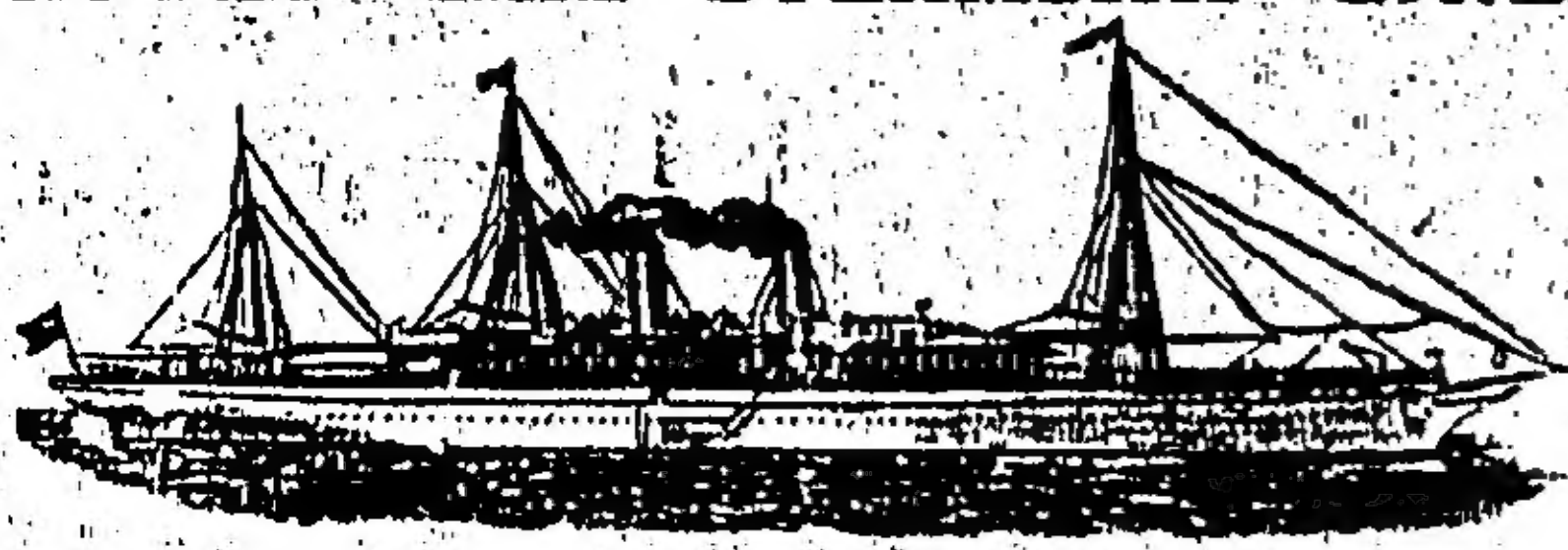
7.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS at 8.00 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 1.30 p.m. ... Every 30 minutes.
1.30 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 2.30 p.m. ... Every 30 minutes.
2.30 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 30 minutes.
3.30 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 4.30 p.m. ... Every 30 minutes.
4.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 5.30 p.m. ... Every 30 minutes.
5.30 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 6.30 p.m. ... Every 30 minutes.
6.30 p.m. to 7.

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ROYAL MAIL STEAMSHIP LINE.

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The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific to the "Empress Line". Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. **(Subject to Alteration.)**

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF JAPAN"	6,000	THURSDAY, May 7th	May 25th
"GLENFARG"	3,700	WEDNESDAY, May 20th	June 18th
"EMPEROR OF CHINA"	6,000	THURSDAY, June 4th	June 22nd
"LENNOX"	3,700	WEDNESDAY, June 17th	July 16th
"EMPEROR OF INDIA"	6,000	THURSDAY, July 2nd	July 20th
"MONTEAGLE"	6,163	WEDNESDAY, July 15th	Aug. 8th

"S.S. LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
"EMPRESS" steamships depart from Hongkong at 4 P.M. S.S. "MONTEAGLE,"
"LENNOX" and "GLENFARG" at 12 Noon.

"S.S. LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPEROR" steamships depart from Hongkong at 4 P.M., S.S. "MONTEAGLE", "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, HAI NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New "Palatka" "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence River Lines or New York £7.10. Hongkong to London, Intermediate on

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First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 28th April, 1908.

D. W. ORADDOCK, General Traffic Agent for China, Corner Pender Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI, YOKOHAMA, KOBE	KUTSANG	SATURDAY, 2nd May, Noon.
HAIPHONG, PLEIKU, CALCUTTA, MANGSANG	HOPANG	SATURDAY, 2nd May, 3 P.M.
MOI, TIENSIN, SWATOW & CHEFOO	CHONGSHING	SUNDAY, 3rd May, daylight.
SHANGHAI	CHONGSHING	TUESDAY, 5th May, 4 P.M.
SHANGHAI	CHONGSHING	WEDNESDAY, 6th May, 4 P.M.
MANILA	LAONGSANG	FRIDAY, 8th May, 4 P.M.
SANDAKAN	LAONGSANG	SATURDAY, 16th May, 4 P.M.

RETURN TOURS TO JAPAN.

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The steamers Kutsang, Namang and Fookang leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

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JARDINE, MATHESON & CO., LD.,

General Managers. Telephone No. 61. Hongkong, 1st May, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAHSING"	3rd May, Daylight.
HOIHOW & HAIPHONG	"CHIHLEI"	3rd May, 9 A.M.
AMOI & SHANGHAI	"YINGHOW"	4th May, 4 P.M.
MANILA	"TEAN"	5th May, 4 P.M.
SOURABAYA & SAMARANG	"SHANTUNG"	8th May, 3 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"OHINGTU"	11th May, 4 P.M.
YOKOHAMA & KOBE	"TBINAN"	23rd May, 4 P.M.

MANILA and TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A fully qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yantze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS. Hongkong, 1st May, 1908.

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CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	3540	R. Rodger	MANILA	SATURDAY, 2nd May, at Noon.
RUBI	3540	Almond	"	SATURDAY, 9th May, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

General Managers. Hongkong, 24th April, 1908.

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THE Steamship

"DEVANHA"

Captain T. H. Hyde, R.M.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 4th May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Mongolia, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Arabia, due in London on 13th June, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

F. J. ABBOTT, Acting Superintendent.

Hongkong, 20th April, 1908.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK: S.S. "SATSUMA" ... 14th May, 1908

For Freight and further information, apply to

DODWELL & CO., LIMITED.

Agents. Hongkong, 29th April, 1908.

NORTHERN PACIFIC LINE. BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with

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PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA.

VIA MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing.

Kumari 6,333 Cowley 1908.

Shamun 9,506 E. V. Roberts 14th May.

Tenmont 9,506 W. T. Garlick 3rd June.

Suvaric 6,333 Shottong 14th July.

CHEAP FARES, EXCELLENT ACCOMMODATION ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shamun and Tenmont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents. Queen's Buildings. Hongkong, 23rd April, 1908.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ... Capt. E. W. WALKER.

"KWONG SAI" ... Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are fitted throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ... \$4.

Meals ... \$1.50 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

and SHIU ON S.S. CO., LD.,

No. 5, Queen's Road West. Hongkong, 2nd July, 1908.

Shipping—Steamers.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"CLAN MACMILLAN" will be despatched for the above Ports on the 7th May, 1908.

For Freight, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 2nd April, 1908.

"SHIRE" LINE OF STEAMERS, LD. FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship

"DENBIGHSHIRE" will be despatched for the above Ports, on or about the 15th May, 1908.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 16th April, 1908.

Notice of Firm

HONGKONG CLUB.

NOTICE.

DURING the absence of Mr. C. H. GRACE on leave, Mr. JAMES CRAIK has been appointed ACTING SECRETARY.

H. P. WHITE, Chairman.

Hongkong, 29th April, 1908.

INTERNATIONAL SLEEPING CAR and EXPRESS TRAINS Co.

(THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & Co., Agents.

Hongkong, 1st July, 1907.

Intimations.

PABST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES ALWAYS KEPT IN STOCK BY SIEMSEN & Co., Agents for HONGKONG & SOUTH CHINA.

Hongkong, 19th July, 1907.

JAPANESE MASSAGE, F. KAWASAKI.

No. 36, PRAYA EAST, WANCHAI, HONGKONG.

Telephone 564.

GRADUATE OF KOBE MASSAGE SCHOOL, F. KAWASAKI.

No. 36, PRAYA EAST, WANCHAI, HONGKONG.

Telephone 564.

TERMS: SINGLE ENGAGEMENT (one hour)...\$ 2 ONE WEEK ... 10 ONE MONTH ... 30

Attendance at Patients' Residence. Hongkong, 31st March, 1908.

SELF CURE NO FICTION! MARVEL UPON MARVEL! NO SUFFERER NOW DESPAIR, I HAVE A REMEDY FOR YOU. I HAVE A REMEDY FOR YOU. I HAVE A REMEDY FOR YOU.

THE RAPID CURE NO. 1—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 2—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 3—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 4—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 5—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 6—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 7—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 8—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 9—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 10—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 11—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 12—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 13—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 14—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 15—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 16—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 17—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 18—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 19—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 20—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 21—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 22—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 23—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 24—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 25—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 26—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 27—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 28—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 29—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

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THE RAPID CURE NO. 31—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 32—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 33—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 34—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 35—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 36—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 37—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 38—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 39—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

THE RAPID CURE NO. 40—A Sovereign Remedy for all diseases, including influenza, pneumonia, diphtheria, scarlet fever, and all other acute and chronic diseases.

HONGKONG AVERAGE MARKET PRICES.

Corrected 25th April, 1908, per 5 Mar.

BUTCHER MEAT.

Beef sirloin & prime cut—Mal Lung Pa B 18

"Comed—Ham Ngau Yuk 10

"Roast—Shiu 16

"Breast—Ngau Lam 15

"Soup—Tong Yak 15

"Steak—Ngau Yuk Pa 18

"Sirloin—Ngau Lau 18

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 51.

STOCKS.	NO. OF SHARES.	VALUE.	PAID-UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE DIVIDEND AT PRESENT QUOTATION. BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	12,000	\$125	\$125	\$1,500,000	\$2,000,387	Final of £2 on old and £1.10/- on new shares for 1-year ending 31.12.07	5 1/2 %	\$690 London £73.10/-
National Bank of China, Limited	9,000	£7	£8	£12,735	\$71,203	\$2 (London 3/6) for 1907 .....	...	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	1,000	\$250	\$50	\$1,500,000	none	\$20 for 1906	8 1/2 %	\$240
North China Insurance Company, Limited	10,000	£15	£5	£100,000	Tls. 204,424	Final of 7/6 per share making in all 15/- for 1906=Tls. 2.65	6 %	Tls. 80
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	\$250,000	\$250,011	Final of \$15 making \$5 for 1906 and interim of \$3 for 1907	5 1/2 %	\$797 ex div.
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000	\$91,763	\$1 and bonus \$3 for 1906	10 %	\$150 ex div.
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000	\$74,432	\$6 and bonus \$2 for 1906	9 %	\$91 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,313,941	\$28,027	\$27 for 1906	9 %	\$310 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$7,000	\$1,053	\$1 for 1906 .....	...	\$16
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$50,000	Nil.	\$4 for year ending 30.1.1907	10 %	\$40
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	\$75,000	\$16,437	\$1 1/2 for 2nd half-year making in all \$2 1/2 for year ending 31.12.07	8 %	\$29 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	6,000	£5	£5	£30,000	£3,694	5/- for 1906 @ ex 2/2 1/2 = \$2.14 per share ..	3 1/2 %	\$38
Do. (Deferred)	6,000	£5	£5	£30,000	£3,694	5/- for 1906 @ ex 2/2 1/2 = \$2.14 per share ..	3 1/2 %	\$34
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 75,000	Tls. 14,510	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1907 ..	7 1/2 %	Tls. 45 sellers
Do. (Preference)	100,000	Tls. 50	Tls. 50	Tls. 75,000	Tls. 14,510	Second interim of 1/- (Coupon No. 9 for 1907)	7 1/2 %	Tls. 50 sellers
"Shell" Transport and Trading Company, Limited ..	2,000,000	£1	£1	£1,871	£172,370	\$1.00 for year ending 30.4.1907	4 1/2 %	45/-
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$50,000	\$137	\$1.00 for year ending 30.4.1907	3 1/2 %	\$32
Taku Tug and Lighter Company, Limited	1,000	Tls. 50	Tls. 50	Tls. 49,479	Tls. 18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 47 buyers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$50,000	\$9,218	\$8 for year ending 31.12.05 .....	...	\$135 sales
Luzon Sugar Refining Company, Limited	10,000	\$100	\$100	none	none	\$3 for 1907 .....	...	\$15 sales
Perak Sugar Cultivation Company, Limited	10,000	£5	Tls. 50	£100,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	3 1/2 %	Tls. 70 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	£150,000	£11,556	Final of 1/6 (No. 9) for 1907	7 1/2 %	Tls. 16.20 buyers
Raub Australian Gold Mining Company, Limited ..	50,000	£1	£1	£84,398	£11,358	No. 12 of 1/- = 48 cents .....	...	\$8 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$4,114	\$3,726	\$1.75 for year ending 31.12.06 .....	...	\$14
Hongkong & Kowloon Wharf and Godown Co., Ltd.	6,000	\$50	\$50	\$300,000	\$3,556	Final of \$1 1/2 making \$3 1/2 for 1907	6 1/2 %	\$53
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$100,000	\$41,442	Final of \$4 making \$8 for 1907	7 1/2 %	\$103
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	£6,10,459	Interim of Tls. 2 1/2 for six months ending 31st October, 1907	7 1/2 %	Tls. 82 buyers
Shanghai and Hongkew Wharf Company, Limited ..	36,000	Tls. 100	Tls. 100	Tls. 69,157	Tls. 22,626	Final of Tls. 9 making Tls. 17 for 1907	7 1/2 %	Tls. 224 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,531	Tls. 6 for 1907	6 %	Tls. 100
Astor House Hotel Company, Limited (Shanghai) ..	30,000	\$25	\$25	\$30,000	\$10,908	\$2 1/2 for year ending 30.6.07	10 %	\$21 buyers
Central Stores, Limited	50,125	\$15	\$15	\$1,000	\$9,178	\$2 1/2 for 1906 .....	...	\$12 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$49,075	\$252	Final of 3 1/2 making \$7 1/2 for 1907	7 1/2 %	196
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$50,000	\$5,915	Final of \$3 1/2 making in all \$7 for year ending 31.12.07	7 %	\$100
Humphreys Estate & Finance Company, Limited ..	150,000	\$10	\$10	\$217,426	\$4,521	70 cents for 1907	7 %	\$10 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	1653	\$1 1/2 for 1907	6 1/2 %	\$26 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,523,045	Tls. 107,517	Final of Tls. 3 and bonus of Tls. 2 making in all Tls. 5 for 1907	7 %	Tls. 115 sellers
West Point Building Company, Limited	2,500	\$50	\$50	none	\$1,541	Final of \$2.10 making in all \$4.10 for year ending 31.12.07	8 1/2 %	\$48 sa. and b.
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 8,807	Tls. 2 1/2 for year ended 31.10.1907	4 1/2 %	Tls. 56 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	175,000	\$10	\$10	Tls. 25,276	\$14,269	50 cents for year ending 31.7.07	4 1/2 %	\$10 1/2 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8 %) .....	...	Tls. 55
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	none	Tls. 8 for 1906 .....	...	Tls. 75
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 2,500	Tls. 50,663	Tls. 50 for 1906 .....	...	Tls. 250 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,299	£638	1/3 per share for 1906	9 %	\$7 1/2
China Borneo Company, Limited	60,000	\$12	\$12	\$25,000	Nil.	\$1.20 for 1907	11 %	\$10 1/2 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$25,000	60 cents for year ended 28.2.06 .....	...	10
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$125,000	\$3,593	80 cents for 1907	9 %	\$9 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$5,000	\$2,974	\$1.30 for year ending 31.7.07	6 1/2 %	\$20
Green Island Cement Company, Limited	400,000	\$10	\$10	\$12,000	\$5,078	Final of 75 cents making in all \$1 1/2 for 1907 ..	11 1/2 %	\$10 1/2 ex div.
Hall & Holt, Limited	21,000	\$20	\$20	\$186,000	\$15,002	\$2 1/2 for year ending 28.2.07	9 1/2 %	\$23
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,953	12 per share for year ending 28.2.07	6 1/2 %	\$16 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$12,000	\$4,578	Final of \$15 making in all \$19 for 1907	8 1/2 %	\$225 sales
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$100,000	8,191	Final of \$1.20 making in all \$2 for 1907	6 %	\$33
Maatschappij tot Mijn- en Landbouwen	25,000	Ca. 100	Ca. 100	Tls. 547,500	Tls. 17,127	Interim of Tls. 10 for 1st quarter	7 1/2 %	Tls. 460 sellers
Phosphate in Langkat, Limited	25,000	\$10	\$10	Tls. 27,603	£2,655	\$1 per share for period from 19th Oct. to 30th Apr. 07	8 %	\$13 buyers
Peak Tramways Company, Limited	50,000	\$10	\$10	none	none	None .....	...	\$2 buyers
Philippine Company, Limited	75,000	\$10	\$10	none	Nil.	None .....	...	\$8
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,603	Final of Tls. 4 making Tls. 7 1/2 for 1907	7 %	Tls. 108 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820	Tls. 8,491	Final of Tls. 9 making in all Tls. 14 for 1907	16 %	Tls. 87 sellers
Shanghai Waterworks Company, Limited	16,350	£20	£20	Tls. 190,000	Tls. 18,331	Final of 37/6 making 52/6 for 1907 .....	...	Tls. 360
South China Morning Post, Limited	6,000	\$25	\$25	none	\$41,934	None .....	...	\$23 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$4,778	40 cents for year ending 31.5.07	6 1/2 %	\$6 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295	Tls. 201	Tls. 6 1/2 for year ending 30.4.07	4 1/2 %	Tls. 97 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$111	50 cents for 1907 .....	...	\$12 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	\$55,000	\$1,360	80 cents on 9,000 ord. shares and \$19.80 on 100 Founders shares for yr. end. 31.5.07 ..	7 1/2 %	\$11
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$90,000	\$5,482	Interim of 30 cents for account 1907	6 1/2 %	\$10 buyers
William Powell, Limited	15,000	\$10	\$10	none	£41	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906 .....	...	\$5 1/2

* These shares are entitled to half of the profits.

DIVIDENDS PAYABLE:—

Hongkong Electric Company, Limited..... \$1.20 May and

Intimations.

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AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.

Hongkong, 16th May, 1908.

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WHY WORRY?

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THE MYSTIC AND MODERN ASTROLOGER

YES, WHY WORRY?

About your Business, Health, Pleasures, Friends Abroad, your Love Affairs and Chances in Life.

Yes, Why Worry? Consult Pharos. He is able to advise you, console you and warn you. His ambition in this life is to help those in trouble, and must not be classed with the run of Palmists who use their *Supposed Gifts* to make money. Pharos is independent of this. Willing and able to help all in trouble and relieve their anxiety to the best of his ability and experience.

PHAROS HAS A MESSAGE TO YOU.

You are anxious to put your son to a business that will prosper. Will your daughter be happy in her married life? You are in love. Have I made a wise choice in mate? Shall I take a partner into my business? Should I be in going abroad? All these questions Pharos can answer and advise by the aid of astrology. Why not put this to the test. Send P. O. value 1/- and addressed, stamped envelope to—

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with your Birth Date, Full Name and Title and Town or County of Birth (if possible, upon receipt of same Pharos will send you a written Test Horoscope.

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100 ASSORTED Scotch, English & Irish Views, etc. for 1/6.

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CHRISTMAS & NEW YEAR CARDS well ASSORTED parcel.

100 Cards for 5/- Value 1d, 2d, 3d, 4d and 6d each.

500 ASSORTED Cards for 20/-.

1 gross Jewelled Cards for 9/-.

Foreign or Colonial Stamps not accepted. Kindly send Money Order.

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CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground All kinds of Repairs. Spectacles for all requirements.

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LONDON, CALCUTTA, SHANGHAI,

21, John Street, Bedford Row, W.C. 59, Beutick Street. 566, Nanking Road.

Hongkong, 4th March 1908. [4]

O. C. MOOSA,

1 & 3, D'AGUILAR STREET.

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SPLENDID STOCK OF

FRENCH MILLINERY,

IN

VARIOUS SHAPES AND COLOURS.

SHOES! SHOES! SHOES!

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FLANNELS, TWEEDS, SERGES,

Ladies' DRESSING GOWNS

and JACKETS.

Samples on application. Coust

ports orders carefully executed.

Hongkong, 2nd January, 1908.

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COMPANY.

38, WELLINGTON STREET.

Dealers in all kind of

HAND-MADE DRAWN CHINESE

LINEN, GRASS CLOTH, &c.,

all of the best quality.

ALSO

SWATOW BEST FEWTER-WARE

CANTON EMBROIDERY and CHINESE

LACES.

all from the best French patterns.

HONGKONG and SWATOW

Hongkong, 10th October, 1907. [12]

AN APPEAL.

THE SUPERIORESS of the ITALIAN

CONVENT, CAINE ROAD, begs most

respectfully to APPEAL to the Residents of

Hongkong and the Coast Ports, for their kind

patronage and support, and desires to state

that she will be pleased to receive orders for

all kinds of NEEDLE-WORK.

Gentlemen's Shirts made to order, and Collars

and Collars renewed on old material.

Ladies and Children's Under-clothing, Children's

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1861.)

NEW SERIES No. 5757

號二初月四年四十三緒光

FRIDAY, MAY 1, 1908.

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Leading Articles:—

China and Japan.
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In the Australian paper remarks:—In the case of the *Tatsu Maru* China has had to bow to the superior diplomacy of the island empire, backed as that diplomacy is by magnificent fleets and overwhelming military forces. China at present would be absolutely helpless in a war with the Mikado and his men, and her whole hope of successfully defending herself again lies in the new army which is being slowly developed. But apart from war, China has one weapon that appeals very keenly to the foreigner, and the people of Canton have just put it into force against the Japanese. To protest against the release of the *Tatsu Maru* fifty thousand Cantonese made a demonstration, burnt their Japanese clothes, and started a boycott against all goods from Nippon. Japan, reaching out hungrily for the trade which is necessary to support her struggling industries, cannot afford to have the mind of China set against its goods. The goodwill of the Chinese people is vital, because China is the greatest available market. Without a large overseas trade, the burden of the great fleets and armies of Japan could not be supported, and thus the war with Russia was, to a great extent, a struggle for markets. But Japan, dominant in Korea and Southern Manchuria, is no pleasant spectacle to China, and the situation is bound in the future, to be full of difficulty. If, therefore, China can effectively boycott the goods of his island rival, the effect would be to seriously impair that rival's capacity for war, while at the same time the armaments and diplomacy of Japan would be helpless to resist the silent attack. The boycott at Canton and that of American goods some time ago are interesting indications of what may be expected to develop on a much larger scale, as international competition increases, and the national consciousness of China awakes.

NORTH GERMAN LLOYD AUSTRALIA AND JAPAN SERVICE.

A contemporary reports that the negotiations between the North German Lloyd and the Imperial Government subsidy for the maintenance of a regular mail service between New Guinea, Australia, and Japan have been concluded. The existing subsidy agreement, concluded for the years 1893-1914, for the establishment of mail lines to the Far East and Australia, provided for a connecting line from Singapore to New Guinea and back, via the ports of the Sunda Archipelago. This Australia-Japan line, however, was not a financial success, but on the other hand, a thriving trade with New Guinea, with an important copra export as well as an import of workmen and beasts of burden from Singapore, together with the excellent port conditions of Simponshafen, made a regular connection with Singapore desirable. Therefore it has been decided to resume the few Guinea-Singapore route with the inclusion of a number of new ports of call. The North German Lloyd will also establish a regular monthly service between Sydney, New Guinea, Hongkong, Japan receiving an additional subvention of M. 500,000 (£25,000) yearly. The new line also calls at the Island of Yap, the terminal of the German-Dutch cable. The withdrawal of Japanese competition as the result of the North German Lloyd Company's agreement with the Nippon Yusen Kaisha is probably the determining factor of the new venture.

A QUESTION FOR THE CHAMBER OF COMMERCE.

(27th April.)
From time to time the news has filtered through from Canton to the effect that the Peking authorities had given instructions to the Mint in the Southern capital to proceed with the coining of silver dollars in order to provide for the requirements of trade in the Kwang Provinces. The idea has generally been accepted as an indication that the Imperial Government was desirous of carrying out its obligation under the Mackay treaty to standardise the Chinese currency throughout the Empire, but later information has usually shown that these instructions were not seriously meant, or, at all events, the Mint need not give effect to the order. It now appears, however, according to information gathered by our correspondent at Canton, that the Mint has at length acted upon these instructions, for 32,000 whole dollars have been coined and are now in the hands of the Han Hou Chu for circulation. Granting that this information is correct, and there is no reason whatever to doubt its truth, it is extremely probable that the labyrinthine difficulties surrounding the subsidiary coin question in Hongkong will be rendered more intricate and unsettling in the very near future. It must be well within the recollection of readers that when the Government at Canton realised the immense profits which could be made by the coining of Kwangtung 50-cent pieces, the Mint was set at work night and day to produce these tokens, until the market was flooded with a debased currency which degraded the market in Hongkong. Indeed, matters became so bad that the then Governor of the Colony was compelled to interfere and, through the Consul-General at Canton, to expostulate with the Viceroy regarding the abnormal and unnecessary output of 50-cent coins. That remonstrance was accepted in the right spirit by the Viceroy, who gave the assurance that the Mint would be closed down for a considerable period, to permit of the natural absorption of the surplus coins. But although the Mint

was closed down there was nothing to show that the Canton Government would abide in every detail by their promise, for there was every reason to believe that as the result of the feverish activity at the Mint the authorities retained an enormous quantity of the token money, which could be gradually unloaded on the market as the Government might think fit. That this procedure was adopted there is every reason to believe, so that while the Provincial authorities acknowledged the justice of the complaint from Hongkong by refraining from the coining of additional money they maintained the situation by the circulation of the stock which had been allowed to accumulate. The inevitable consequence is seen in the discount demanded on Kwangtung 50-cent pieces, and the correlative effect on the currency of Hongkong. If the position is to be still further embarrassed by the circulation of silver dollars coined in Canton the result may be decidedly serious. There is, of course, no objection to the Mint coining dollars sufficient to meet the needs of the two Provinces which are administered from Canton, but there is every reason to fear that unless the output is checked the Hongkong market will be inundated with a plethora of depreciated coins which will make confusion still worse confounded in the local bazaar. It cannot be believed that Chinese dealers will refuse to accept the currency of the mainland, especially when there is a certain amount of stringency in trade circles, and it may therefore be predicted that Kwangtung dollars will speedily become as much of an incubus as the 50-cent pieces. In these circumstances it behoves the Chamber of Commerce to take time by the forelock and secure the co-operation of the Government in demanding that a limit should be placed on the circulation of the new currency, so that it may not find its way in increasing amounts into the exchange of this Colony. The matter should not be difficult of arrangement with the Government at Canton, but if it is not taken in hand at once the evil will be found to have taken root and all future efforts to stamp out the depreciated coinage will prove futile. It is a question which will not permit of delay and the sooner the Chamber of Commerce proceeds to deal with it the more likelihood there is that their object of restricting the indiscriminate coining of silver dollars will be attained. The attention of the Government of Hongkong should be directed to the subject and representations made to the Viceroy, through the British Consul-General at Canton, regarding the importance of maintaining the value of the currency by limiting the operations of the Mint.

THE STATUS OF MACAO.

(28th April.)
The *Tatsu Maru* incident brought under the limelight of international prominence the status of the little, yet not unimportant, Portuguese settlement of Macao, the first European *pedra sobre terra* on the threshold of the great Empire of China. Yesterday we reproduced from the columns of a London contemporary a very readable article on the status of the neighbouring Portuguese colony viewed in its relation to international questions as between England (because of the proximity of Hongkong), China and Portugal. In reference to the London paper's article our attention is directed today to a journalistic appearing in the *Lisbon paper, Jornal das Colonias*, whose columns are devoted exclusively to Portuguese colonial affairs. The communication in question to our Portuguese contemporary is from a correspondent at Macao, and deals with the question on the *status quo* of Macao. Since the question is of some moment at the present stage of international affairs in South China, we make no excuse for giving a translation of the article which in effect gives the Portuguese views of the boundary question as affecting the neighbouring colony. The Macao correspondent writes that the English and Chinese newspapers have published the report that the Government at Peking is despatching to South China an Imperial Commissioner charged with the duty of conferring with the Government of Macao on the question of the delimitation of the boundaries of that colony. As regards this matter, the correspondent considers it his duty to state that the Lisbon Protocol signed by H. E. Henrique de Barros Gomes, Minister for Foreign Affairs, on behalf of Portugal, and by Mr. Duncan Campbell, Commissioner of the Chinese Imperial Maritime Customs, on behalf of China, was the first international document in which China recognised the sovereignty of Portugal over Macao. Art. 2 of the said Protocol states that "China confirms perpetual occupation and government of Macao and its dependencies by Portugal, as any other Portuguese possession." This same declaration was later confirmed by the Luso-Chinese Treaty, signed at Peking on the 26th December, 1887, Art. 2 of which reads: "China confirms in its entirety the second article of the Protocol of Lisbon, relating to the perpetual occupation and government of Macao by Portugal." It was stipulated that the commissioners of the two Governments would proceed with the respective delimitation, which would be defined by a special commissioner, but so long as the boundaries were not made, all would remain as was then actually found, without being added to, reduced or altered by either of the parties. That delimitation has not been made up to the present day. Recently, there arose an incident in the inner harbour of Macao which supplied the motive for the expression of the Chinese Government to

proceed with the prescribed delimitation. According to public report, the incident arose in this way: The Chinese fishing boats that used to anchor along the coast of Lappa were in the habit of going to the Harbour Office at Macao to register themselves and to obtain fishing licences, but they used at the same time to proceed to Lappa and obtain licences from the Chinese authorities there. Knowing this, the harbour-master of Macao prohibited the boats from repeating the farce of taking two licences, seeing that they came to anchor in the inner harbour of Macao, which is under Portuguese jurisdiction, and one day, the correspondents did not know for certain why, he ordered the vessels to leave their anchorage on the Lappa side to anchor nearer the Portuguese shore. The Chinese authorities at Lappa lodged a complaint with the Mandarin at Casa Branca, which was referred to the Viceroy, stating that Portugal had overstepped her limits and invaded Chinese territorial waters; therefore, there has been a violation of Treaty and hence it was expedient to proceed with the delimitation. It is stated that lengthy communications have been exchanged between the Viceroy of Canton and the Consul for Portugal regarding this matter. The Chinese newspapers in Canton published portions of the correspondence and have continually published articles instigating the authorities and alleging that Portugal committed a breach of China's sovereignty, by invading Chinese waters and compelling Chinese subjects to anchor within Portuguese waters. It is said that the language employed by the Chinese press was both hostile and insolent. Meetings have been held in the city of Heungshan which always terminated by urging the delimitation of Macao, under the pretext that not only in the waters of the inner harbour, but also on land, Portugal had encroached on Chinese territory, by going beyond the city walls, thus implying that Portuguese jurisdiction should be restricted to territory within the walls. In the course of the discussion, it was brought to the notice of the meeting, as an act of Portuguese barbarity, the fact of the expropriation and burning of a few matsheds and hovels which existed in the village of Lung Tim-chim opposite the Flora gardens. According to what is published in the newspapers it is known that the Government of Macao had asserted its rights under Art. 2 of the Luso-Chinese Treaty of 1887, above mentioned, wherein it is stated that, so long as the boundaries of Macao are not defined by a special convention the *status quo* would be maintained without addition, reduction, or alteration by either of the parties. China argues that, with reference to the inner harbour, according to international rights, where a river or an arm of the sea washes two opposite shores, belonging to two nations, the river should be divided in the middle by an imaginary line, each country claiming the respective half on the side of the shore belonging to her. It must, however, be stated that, in the not remote past, there was no Chinese population in Lappa; therefore, Chinese jurisdiction over the waters of the inner harbour of Macao was never thought of. The Portuguese authorities exercised their command over these waters. Neither did the Chinese Customs cruisers cross the mouth of the river for Chinese or Casa Branca without asking the licence of the harbour master or the commander of the warship anchored in the harbour. And foreign warships, including Chinese, anchored in the inner harbour at places indicated by the harbour master, so that it was Portuguese authority that exercised full jurisdiction over the entire waters of the inner harbour. Such in the *status quo* which Portugal claims, and it is a just demand. But the Chinese adhere to international rights in their arguments. The correspondent of the *Lisbon Journal* inquires: "What will be the result of this discussion? Will the inner harbour be divided between Portugal and China?" He answers his own questions thus: "It will be a misfortune and a disgrace if it so happens. It is necessary for the Government to be on its guard to avoid unpleasantness." The correspondent proceeds to comment that there was great negligence in not having thought earlier of the delimitation, which possibly might have been easy of solution in the past but, which now presents difficulties because of the agitation against foreigners. It suffices to read the heated discussions at the meetings and the articles in the Chinese newspapers because Great Britain sent a few gunboats to the West River to exterminate the pirates who infested that river. In former times the Mandarins and the Chinese people would have been loud in their thanks for the good service which Great Britain has rendered to China. But to-day when the patriotic sentiment prevails in China and exhibits extreme susceptibility, the Mandarins and the populace furiously upbraided England and the Government at Peking for so valuable a service which redounds to the benefit of the Chinese people—a service which China, through her moral laxity, failed to render up to the present. The Chinese papers constantly excite the public mind against Macao and the Portuguese because of the incident that occurred in the inner harbour, even though little importance attaches to that incident. But the intention to promote and foster ill-feeling and hostility is a danger, against which it would be well to be on the guard. We have thus given in detail the Portuguese view of the delimitation question, and though it remains in abeyance in the meantime, it is certain to crop up with periodic regularity in the future as it has in the past, until some adequate solution can be found, satisfactory both to the Government of Portugal and to China.

A CHINAMAN'S GALLANTRY.

(29th April.)

Among the notable incidents of the circumstances attending the death of Mr. A. H. Rennie, none stands out more prominently than the gallantry displayed by the Chinaman who, at the peril of his life, attempted to rescue the deceased. It is on record that the second coxswain, a man named To Yau, followed Mr. Rennie overboard, without even waiting to secure the support of a life-buoy, and sought by every means in his power to bring Mr. Rennie back alive to the launch *Canadia*. That he was not successful cannot in the slightest degree detract from the meritorious character of his action, which may be said to have been in direct opposition to the usual attitude of those Chinese who are imbued with native superstition. Whether it was a spontaneous impulse, which prompted the attempt at rescue, or whether it was the result of considered deliberation, matters not at all, although we may be quite certain that the second coxswain of the launch when he took the plunge, had no personal thought of reward when he dived into the choppy sea at Lyceum Pass after his master. He did so on the spur of the moment, when everything might have led him to hesitate before endangering his own life, and his action could not have been more praiseworthy if it had been performed by an Occidental. It is, therefore, extremely desirable that his gallantry, which pone denies, should be recognised in more tangible fashion than has yet been done. Every one who has been in the Orient for any length of time knows perfectly well that there is a tradition among the uneducated class of Chinese which is in no way favourable to the rescue of drowning persons; rather the reverse, for instances innumerable could be adduced to show that the average Chinese are apt to incline to fatalism when a fellow-creature is in difficulties. On this occasion, however, a Chinese seaman rose superior to his environment and valiantly took his courage in both hands in the effort to save his master. If the Government of Hongkong fail in these circumstances to acknowledge the bravery of the coxswain who risked his life for one whom he would consider to be an alien and for whom he could have few considerations beyond those engendered by respect and esteem it will undoubtedly have failed in its duty as the guardian of British interests in this part of the world. It may not be that the exceptional gallantry of To Yau is worthy of being made the subject of representation to the Royal Humane Society, but it is unquestionably a matter which should be appreciated in Hongkong, where such examples of disinterested endeavour are far from common. And if the Government should see fit to reward this Chinese hero, the recognition should be made in no halfhearted fashion. There should be no hole-and-corner business about it, no semi-private function at which the man is handed a medal along with a few perfunctory words of thanks. It should be a public function to which our Chinese fellow-subjects should be invited, and it might not be out of place to suggest that the European residents would be found to be willing to testify to their appreciation of the coxswain's action. At all events, it will be a slur on the community if To Yau's gallantry is allowed to pass without the acknowledged thanks of those who are in charge of the affairs of the Colony.

SIR ROBERT HART.

With the advent of Sir Robert Hart to Hongkong next week, on board the *England* on home leave, there can be no denying that a great deal of interest centres in the imposing personality of the Inspector-General of the Chinese Imperial Maritime Customs. The appreciative article which appears in the *N. C. D. News* on the morning of Sir Robert's arrival in Shanghai will, therefore, be read with interest as very apposite at the present moment. Our acknowledgments are due to our Northern contemporary for the reference to the Inspector-General, and which we quote.
Unless the China seas have proved themselves even worse than might be supposed from the extraordinary varieties of the barometer during the last three days, to-day should see the arrival of Sir Robert Hart on Shanghai on board the Revenue cruiser *Ping-ching*. Here the Inspector-General remains until next Saturday when he leaves for Hongkong on board the *N. D. L. York*. But three times since he took over the command of the then small & inefficient Customs Service in the year 1863 has Sir Robert Hart visited Europe. For this reason, no less than for the special circumstances now, so that the present visit, it must be a matter of deep regret to all in Shanghai that the hopes, informally expressed both by the Municipal Council and the Shanghai Chamber of Commerce, that Sir Robert's stay in the Settlement might be made an occasion of some official recognition of his great services, should have had to be disappointed. There is unhappily but too much ground for the excuse of indifference to which Sir Robert Hart pleaded to be relieved of any official ceremony in connection with his visit to the Customs Service, since he has just arrived in the Capital for his usual holiday at Peking. At the same time it is permissible to imagine that the same impulse which has prompted so many men of great distinction to avoid popular demonstrations in their honour, an impulse which is akin to the accepted principle that the man who does great things are the least able to talk about them, has not been absent from Sir Robert Hart's mind. Such a supposition is the more readily entertained in view of the improvement in Sir Robert's health, which was noted last week on the occasion of his departure from the Capital. The Inspector-General was looking well, our Peking correspondent told us, and he hoped to return to China at the end of the year for which he has been granted leave of absence. That hope will at least be shared privately, since it cannot be expressed officially by all Shanghai.

Other writers than those of his own nationality have agreed in comparing the work of Sir Robert Hart with that of Clive and Warren Hastings, although it may be felt that there have been special difficulties in working in, and for, the Chinese Empire which were unknown to the pro-conquists of India. It is only necessary to turn to any handbook of reference for the list of foreign decorations attached to Sir Robert's name, which include distinctions from nearly every important Power in the world, not excepting the Church of Rome, to recognise how highly his services as an intermediary between China and the outside world have been esteemed. On all disputed points whether commercial, religious or political, his advice has been sought by foreign Ministers and Chinese alike. Lord Granville indeed went so far as to offer Sir Robert Hart the appointment of British Minister Plenipotentiary in Peking. But to accept that offer would have placed the Inspector-General in a position of impossible anomaly, and there is no cause for others to regret the decision which induced him to decline an honour that must have been incompatible with his retention of the Customs. In its broad outline the story of his creation of that Service has been told often to need more than brief recapitulation here. Its inner details, however, will probably never be known in full by more than one man, the Inspector-General himself. When Sir Robert Hart took charge of the foreign customs, he found that the staff consisted of 200 officials who collected between them Tls. 8,000,000. Bribery and corruption were rampant; a system of smuggling and of compromising duties prevailed, which (in the words of an old report) "destroyed, practically, the value of a fixed tariff," and British Customs imposed penalties on the nationals with no more result than to incur cordial dislike for severities which were neglected in the case of foreign traders, equally, if not more culpable. In the years since that report was written, the Imperial Maritime Customs have grown until the staff now employs 13,776 men of both foreign and Chinese nationalities, while the revenue has risen to upwards of Tls. 35,000,000, and stands to-day as the one certain asset which China can offer as security for foreign loans. Apart from the labours of this department, which have been made to involve a personal responsibility on the Inspector-General for every appointment and promotion in the Service, and in addition to the demands which have been made upon him in a diplomatic capacity, Sir Robert Hart has found time to organize the whole light-house equipment of China, and the Imperial Chinese Posts and Telegraphs, which can now reckon over 2,000 post-offices and agencies throughout the Empire.

On such an occasion as the present, when we are but concerned by a fitting tribute of welcome to a distinguished passing guest, it would be obviously unbecomingly to invite a reflection to what man is capable of succeeding to responsibilities so tremendous, or to respond a discussion which must, sooner or later, become inevitable, which the intervening months have furnished no adequate cause for reconsidering; and our only reason for alluding even remotely to the question now is the prominence given by *The Times*, in a leading article of which one of our telegrams spoke on Saturday, to Sir Robert Hart's acquiescence in certain verbal assurances respecting the control of the Imperial Maritime Customs, though not categorically, but by reference to the Imperial Decree of May 9, 1905, with its appointment of two Chinese High Commissioners of Customs and the transference of the whole department from the Waiwup to the Board of Revenue, is too plain to be missed. At the time that that Decree was first promulgated, it formed the subject of a lengthy correspondence between the China Association and the Foreign Office in which the Association made no effort to conceal its disappointment at Sir Edward Grey's acceptance of Prince Ching's obviously inaccurate contention that the Decree "does not change the method of administration (of the Customs) laid down in the Loan Agreements." It is not necessary at the present time to dwell upon the Decree as "a very serious instance of the policy of extrusion"; although, considered as a slight upon Sir Robert Hart, after his long and devoted service, it can only appear as a piece of almost unequalled ingratitude. There is little doubt that the Peking Government is fully aware of the absolute need to itself of preserving the character and integrity of the Customs Service. How far that Government proposes to act on its knowledge is a very different question. Hitherto the appointment of the High Commissioners does not appear to have made any conspicuous difference in the administration of the Service. But, in any case, which could be harmless enough, while Sir Robert Hart remained in Peking, may begin to revolve, with fatal effect, directly the check of his presence is removed. The consequent reaction likely to be produced upon the functions of the Service, and the possible lowering of its standard are factors which cannot be overlooked when it is considered that it is vigorously to be hoped that the Foreign Office will profit by Sir Robert Hart's actual presence in London to re-adjust its attitude towards a state of affairs that cannot grow less urgent with its advance of time.

This afternoon, the *China Times* of 17th ulto. says, all of Peking Society was early astir. Two receptions were being held. Sir Robert and Lady Bredon had sent out cards to all the friends of Sir Robert Hart to ask them to meet him at their house after 5 o'clock to pay their adieux. Even though guests came and went rapidly, the commodious parlour of the house, the Deputy Inspector-General of Customs were crowded to their utmost capacity for the entire afternoon. Sir Robert Hart said good-bye with his usual kindly air. While he looks worn from the arduous duties of closing up his various duties and making all the calls that are necessary, still one thinks that there is already a change that forecasts the return of the Inspector-General in Peking at the close of the year, prepared to take up again the management of the great tariffing Customs service. It is the pleasant wish of all his friends and for the best interest of China that this may be so. The duties of host and hostess were carried out in very particular by Sir Robert and Lady Bredon, ably assisted by their daughter, Miss Bredon. The other reception was at the American Legation to welcome back the Minister and Mrs. Rockhill. Here the guests came earlier and continued till a later hour, so that it did not seem as if the crowd was as large. Mr. Rockhill was assisted by his mother, Mrs. Rockhill, in the reception of her guests, the members of the legation being also present.

The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, MAY 1, 1908.

CHINA AND JAPAN.

(29th April.)
It is not often that critics, so far removed as Sydney is from China, have as correct an appreciation of the trend of current events in the Southern Provinces as is, to be found in a writer in the *Sydney Evening News*. In all comments on the middle of the boycott in Canton in the middle of March, in dealing with the debased currency of the memorable monster meeting at Canton, the leader while

The Late Mr. Rennie.

THE WIDOW'S PATHETIC NARRATIVE.

SUIZIDE WHILE OF UNSOUND MIND.

15th April.

The much-looked-forward-to and much discussed inquiry into the death of Mr. A. H. Rennie, the late general manager of the Hongkong Milling Company, Ltd., which took place in the harbour on the afternoon of the 14th instant, was opened at the Magistracy this afternoon.

Mr. J. H. Kemp presided as Coroner. The jurymen empanelled were:—Messrs. J. C. Gow, J. H. Selh and T. Hunter.

Mr. G. C. Master, of Messrs. Johnson, Stokes and Master, solicitor, presiding on behalf of Mrs. Rennie. Inspector Langley, of the Water Police Station, was present on behalf of the police authorities. There was a number of interested spectators present.

THE DOCTOR'S EVIDENCE.

Dr. Charles M. Healey, officer in charge of the public mortuary, spoke as to examining the body. On the 15th April, he said, he examined the body of a European man, aged about 50, who was identified to him by Mr. Chard as the body of Mr. Rennie. Cause of death, in witness's opinion, was due to drowning. He held a post-mortem examination and found a small graze under the chin, which could have been caused by anything, such as a piece of rope. There was the appearance of a slight injury over the nose. There were no other injuries either internal or external to be found. No disease was apparent. There was an abnormal amount of fluid in the lungs and a considerable avidity of the body, both suggesting drowning.

The Coroner—Any signs of poisoning? Witness—I did not send the stomach to the Government Analyst, but I saw nothing to suggest poisoning.

THE COXSAIN'S STORY.

To Tai, the coxswain of the steam launch Canada, was next called to the stand. He stated that on the 14th instant he was in charge of the Canada. On that day he took his master—Mr. Rennie—out. The Canada left Blake pier at about three o'clock. Soon after leaving witness put the launch full speed ahead, but deceased ordered half speed. Witness next saw deceased waving his handkerchief in the direction of his house at the Peak. After about two minutes' waving, deceased called for some rope. This was about four minutes after he had started. Witness gave him the rope and deceased repaired to his cabin, calling his "boy" with him. There he remained for a while, but later returned to the deck. He paced up and down for a time whilst. When Quarry Bay was reached he called for tea. Just before entering the Lyceum Pass they passed a Military launch and deceased ordered witness to dip his flag. He again returned to the cabin. As they were entering the Pass witness saw deceased leaving the cabin with a black tin box tied round his neck. No disease was apparent. The assistant coxswain went to his rescue. Witness put his launch astern, at the same time calling out to the seamen to throw a life buoy. The second coxswain went up to the deceased and offered him a life buoy, but it was refused. The second coxswain then seized him by the clothes, but he was kicked away. By this time the launch had come alongside, and after about five minutes' labouring, they got the body aboard.

The Coroner—Was he floating all the time?

Witness—Yes.

Was he supported by anything?—No. My assistant swam to his side, but about two minutes after he had touched the water I never saw him move.

How was it he did not sink?—I don't know why he was floating. I think it was on account of his clothes.

What became of the box?—That was also floating.

When you picked up your master did you pick up the box at the same time?—Yes.

Was the box still attached to his body?—No. I left him after he struck the water.

What did you do after you got your master aboard?—I steamed to Hongkong full speed. On the way I moved his arms and rubbed his stomach. He vomited.

Did he move when he was on board?—No, not at all.

On the way back you blew your whistle to attract attention?—Yes, to get assistance.

And eventually you met the police pinnace?—Yes, I blew four blasts.

Was your master conscious at all after you got him on board?—No. He never moved.

THE STORY OF HIS RESCUE.

To Yao, the assistant coxswain, next took the stand and told how he attempted to rescue his master from drowning. He remembered the 14th instant. On the afternoon of that day witness was on board the Canada. He then corroborated the first witness's evidence up to the time deceased jumped into the water. "I saw him jump into the sea," said the witness, "immediately followed him, and seized a life-buoy which was thrown after me. I swam up to him and offered him the life-buoy, but he would not take it. I then said, 'Master, hold this.' He refused, saying, 'No.' I next seized him by the coat, but he kicked me away. He did not move after that. The steam-launch came up then and I, with the assistance of others, got him aboard." An attempt to resuscitate the deceased gentleman followed, but with no result. The signal was then blown, and the flag lowered. The police launch answered the call.

The Coroner—After you got your master on board did he move?

Witness—No.

Was he conscious?—No.

Did you see the black tin box?—Yes.

Where was it?—I saw it when Mr. Rennie left his cabin. He was carrying it in his hands.

What became of it?—I picked it up from the water.

When he was in the water what supported him?—Nothing.

THE BOY'S NARRATIVE.

Sin Ngai, formerly Mr. Rennie's "boy," was next examined. He said he went out with him on the launch on the afternoon of the 14th instant. Witness, soon after the launch left, was called into the cabin and Mr. Rennie asked for a bottle of soda water. Then Mr. Rennie wept, and said to witness: "If I am very sorry for the office business." He said he was very sorry to say with Mr. Chard and witness also, who had been long in his service. "If I die," witness said deceased told him, "Mr. Chard will look after you." Witness asked deceased when he was "going away" or going to die, but got no answer. Here Mr. Rennie picked up a tin box and witness asked him what it contained. Mr. Rennie replied that it contained old letters and that he was taking it across to sink it. Witness then went to get tea ready, which he took to the cabin. Mr. Rennie was then pacing the deck. Later he entered the cabin and poured out some tea. Witness left the cabin and went aft. A little later he heard the coxswain shout out that his master had jumped into the sea. Witness rushed to the side and saw the second coxswain pulling a life

buoy towards Mr. Rennie, who pushed it away. The steam-launch, turned round and picked him up.

The Coroner—Did he drink the tea?

Witness—No, nor the soda water.

POLICE EVIDENCE.

Policeman Bird stated that at 4.05 p.m. on the 14th instant, he was on duty in No. 4 police pinnace, when he heard a launch blowing her whistle. Witness steamed in her direction and met the Canada near the man-of-war anchorage. Boarding her witness was told that "Mr. Rennie had jumped into the water." Witness was taken to the starboard side where he found the body lying covered on some cushion. Witness then ordered the Canada's coxswain to steam for the police pier. Artificial respiration was resorted to, pending the arrival of a medical officer, but this had not the desired effect, and the body was taken to the mortuary.

THE CONTENTS OF THE BOX.

Inspector Arthur Langley, of the Water Police Station, spoke to examining the contents of the box which was picked up from the water. No valuables were found. There was, however, a good number of old letters, more or less damaged by water. The letters dated back many years.

MR. CHARD IN THE STAND.

Mr. H. F. Chard, an employee of the Hongkong Milling Company, said that Mr. Rennie was worried about the financial affairs of the company. He was much worried, the witness said. In connection with the starting of the concern he (deceased) had a very long and heavy strain. Witness thought him extremely impulsive.

The Coroner—Was he strong willed?

Witness—Very strong, indeed.

THE WIDOW'S STATEMENT.

Mrs. Rennie, widow of the deceased, accompanied by Mrs. G. C. Master, entered the Court by way of the Magistracy's chamber. She was dressed in full mourning, but without the widow's weed and looked pale and distressed. She at once entered the witness stand and began her evidence which was given in a tone audible throughout the Court, but at times faltering through emotion from which it was evident the lady suffered. Mrs. Rennie, at intervals, wept in the course of her statement, and ultimately collapsed. During one of her fits of emotion, she had to be attended by Mrs. Master who, with the aid of smelling salts, enabled Mrs. Rennie to proceed with the harrowing details of her melancholy narrative. When she collapsed towards the end she had to be removed from the Court.

In her evidence she stated that four or five days after the general meeting of the Hongkong Milling Co., there came an entire change over the actions of the deceased. Previous to he was a very good sleeper and used often to sleep after dinner. Later, however, he suffered from sleeplessness and used to read well into the night. On one occasion she awoke in the middle of the night to find deceased in her room pacing the floor. Being questioned he complained of being worried. She tried to console him, without any result. She asked him to tell her his troubles, but all he said was: "Business worries; you don't understand," adding that "those who could help me, won't."

One morning while she was dressing she looked into deceased's room and saw him run his fingers through his hair and shout: "O, God, kill me, kill me!" Then: "He won't; he won't kill me." She thought, that God would not kill him. She rushed to his assistance and told him that, if he had any troubles, why did he not go to Sir Paul Chater and Mr. Mody and tell them. Deceased said he had, but it was no good. Continuing, witness said deceased was afraid to go out alone.

The Coroner: You say he did not want to go out alone?

Witness: Yes. Sometimes he telephoned to friends to go with him to dinner. Often he called for "Jackie," his little dog. Witness used to go out with him before, but latterly she did not feel well. The night before his death, witness continued, deceased was at Government House and later dined at the King Edward Hotel. He then returned home quietly and went to bed. Ten minutes later witness called him and told him she was feeling quite sick. He got up to go to her, but dropped, and holding his head with his hands he cried himself up and went to her bedside. Holding her by the hand he told her he would not let her go when she wanted him as he would not be asleep. Fifteen minutes later he called her from his bed and said: "Don't be afraid to call me, dear, if you want me, for I am not asleep." He got up very early the next morning and remarked that he hated the sound of those "bells." He hoped he could sleep till twelve. Witness asked him why not. "What is the good of all this; you are worn out and tired," she remarked; but deceased made no reply. He got up and went to his wardrobe to get a new cardigan coat, resting his head on it, he wept bitterly. Witness pleaded with him to tell her what was all the trouble. She asked him if he wanted her to go and speak to someone to help him. "It's no use," he said. Quietly regaining his composure he went to the telephone and rang up Sir Paul Chater. "I'm coming down to see you this morning," he said, "directly I come to town. I know you're a busy man, but I must see you." She coaxed him to have breakfast, which he took, and then he left the house, bidding her "good-bye."

Mrs. Rennie at this stage was overcome by emotion. With her handkerchief to her eyes, regaining her self-possession, she said, in a subdued tone of voice: "A strong man, so self-reliant to lose his self-control." Saying this Mrs. Rennie gave way again.

The Coroner: Did he say anything when he placed his head against the wardrobe?

Witness: Yes.

What did he say?—Witness's reply was not audible at the reporter's table.

You received a letter from Mr. Rennie?—Yes.

What time was that?—Between 3.30 and 3 o'clock in the afternoon.

It was in his handwriting?—Yes.

You destroyed that letter?—Yes; it was purely a private letter and had reference to nobody. [This letter, we understood, was a letter of "farewell" from deceased to his wife.]

You dictated the contents of that letter to Mr. Master?—Yes.

The transcript was produced and handed to her, which she identified. Proceeding, witness said that the same afternoon, he returned toiffin and hadiffin in his room. He sawed cheerful enough. [Mrs. Rennie, again, gave way to tears.] He evidently, she sobbed, to make me believe that he was cheerful. She asked him duringiffin whether or no he had seen Sir Paul Chater. He said: "Yes." She asked him what was going to be done. He replied: "Nothing. Only proposals, the same as before." Witness remarked: "Never mind, you will pull through all right." He had hisiffin and said that he was going out earlier and would return home early. He was tired; Witness accompanied him to the top of the stairs where she kissed him. Good-bye, and he left. She rushed down, she sobbed, to see him depart, and again he bade her good-bye. That was the last time she saw him.

Refusing her voice at this stage, Mrs. Rennie emphatically declared that she wanted the public to know that her husband was an absolutely honest man, and that any liabilities he incurred were not more than he knew his own personal estate could make right. To-day, she said, she had been served with a writ for \$30,000. As to the right or wrong of that matter, that was not the time or place to say. Mr. Rennie's main purpose in life was to make Hongkong an industrial port and self-supporting. He had worked hard for three years. He did his best to promote the welfare of the Company; but after three years of hard toiling, he received a paltry \$30,000. "They have got the Mills now; they have got in now—and they did nothing to help him. He loved work; he loved life. But his life had been thrown away!" Saying so, she completely lost control of herself and had to be removed from the witness stand.

That concluded the evidence.

The Coroner, in summing up, said that the letter Mrs. Rennie had received from her husband was a letter of "farewell," and he did not propose to read it out. The matter the jury had to decide was whether deceased committed suicide while of unsound mind, or not. There was a good deal of direct evidence to show that deceased's mind had had a severe strain in promoting the Company. There was also this to be considered, that he had become subject to sleeplessness. He did not wish to direct the jury, and asked them to consider their verdict.

The jury then retired.

THE JURY'S VERDICT.

After a few minutes' absence the jury returned, when the foreman announced that they considered death was due to suicide while of unsound mind.

FLORIDA WATER TRADE-MARKS.

27th ult.

The third day's hearing of the case in which three men—Leung Chak Chau, Fung Fuk Tin and Lam Shan Ting—merchants, carrying on business in the Kwong Sang Road Central, under the style of the Kwong Sang Road, who were charged, at the instance of Messrs. Lamman and Kemp, of New York, with infringing their Florida water trade-marks, (2) selling Florida water with a false trade-mark, and (3) with applying a false trade description to the bottles, was continued at the Criminal Sessions this morning, before the Chief Justice—Sir Francis Jiggott.

Mr. M. W. Slade, instructed by Mr. F. B. Deacon, of Messrs. Deacon, Looker and Deacon, appeared for the prosecution. Sir Henry Berkeley, K.C., instructed by Mr. H. K. Holmes, was retained for the defence. Mr. W. Rees Davies, Attorney-General, watched the case for the Crown.

The jurymen empanelled were—Messrs. W. C. Logan (foreman), F. G. Chunnott, H. J. Stephens, Geo. Hunter, E. B. Raymond, John Lemm and K. Pestonjy.

On Friday last the case for the defence was closed, and this morning Sir Henry began his final address to the jury, the gist of his argument having already been published in a previous issue. He did not finish his address at the hour we went to press.

VERDICT FOR THE DEFENDANTS.

28th ult.

A verdict of "Not guilty" was returned by the jury late yesterday afternoon in the case in which the three merchants—Leung Chak Chau, Fung Fuk Tin and Lam Shan Ting—of the Kwong Sang Road, who were charged, at the instance of Messrs. Lamman and Kemp, of New York, with infringing their Florida water trade-marks, (2) selling Florida water with a false trade-mark, and (3) with applying a false trade description to the bottles.

Mr. M. W. Slade, instructed by Mr. F. B. Deacon, of Messrs. Deacon, Looker and Deacon, appeared for the prosecution. Sir Henry Berkeley, K.C., instructed by Mr. H. K. Holmes, was retained for the defence. Mr. W. Rees Davies, Attorney-General, watched the case for the Crown.

The jurymen empanelled were—Messrs. W. C. Logan (foreman), F. G. Chunnott, H. J. Stephens, Geo. Hunter, E. B. Raymond, John Lemm and K. Pestonjy.

Counsel's address to the jury concluded at about four o'clock. The Chief Justice (Sir Francis Jiggott) then summed up at length. He said that there was no suggestion that the plaintiffs claimed the exclusive right to the words "Florida water." Florida water, he said, in the familiar Florida water bottles was common property. Furthermore he was disposed to say that floral designs were also common property with regard to Florida water labels—the whole idea being to convey that the scent came from the extract of flowers. What the jury had to decide, however, was whether the two labels resembled each other. That question they were to decide as "reasonable men."

With regard to the words "Florida water" on the labels the Chief Justice stated that type was absolutely identical, and its position was identical on both labels. There had been a deal of talk about the "careless customer," and "the reasonable man, and the clever man."

The jury were to consider whether one of themselves, or one of their household, would be likely to be deceived by the labels—not the careful dealer, but the ordinary, average customer. He had certain questions to put to them—questions which the jury would have to consider before they could enter their verdict.

Sir Henry said he thought it was a question for the jury—guilty or not guilty.

The Chief Justice—it is absolutely essential—

Sir Henry observed that a verdict from the Court was not wanted, but from the jury. If they (the jury) thought that a man could be deceived by the two labels on the defendant's labels then the defendants were guilty.

His Lordship—I don't think that would be quite fair to your clients.

Sir Henry—You cannot make a jury return a special verdict.

His Lordship—I think the questions ought to be put to the jury.

Sir Henry—You cannot make them answer them.

His Lordship—That is so. I shall put these questions to the jury, which, as Sir Henry says, I cannot insist upon your answering.

The questions for the consideration of the jury were whether the trade mark used by defendants so closely resembled that of the plaintiffs as to be calculated to deceive and as to whether the trade description being false they had taken every reasonable precaution and that there was no intention to deceive on the part of the defendants.

This concluded the Chief Justice's address, and the jury retired to consider their verdict. They were away for about twelve minutes. On returning to the box the foreman announced that they had found the defendants not guilty by a majority of 6-1.

Sir Henry Berkeley, I ask your Lordship to exercise your power in awarding costs against the prosecution.

His Lordship—I think it is the biggest fraud I ever came across in the Colony.

The foreman then said that the jury had

THE SANITARY BOARD.

FORTNIGHTLY MEETING.

Members of the Sanitary Board met in the Board Room last Tuesday afternoon. The following business occupied their attention. The Hon. Principal Civil Medical Officer was in the chair.

RINDERPEST.

The following letter was received by the Secretary of the Sanitary Board, from the Colonial Veterinary Surgeon, reporting the end of rinderpest at the Dairy Farm cowshed. The letter reads:—I have the honour to report that the outbreak of rinderpest at the Dairy Farm Company's premises has come to an end.

The total result has been that out of 183 in contact cattle 68 have died. The 68 deaths are made up of 29 cows, 16 heifers, and 23 calves. Of the total in contact cattle 15 were immune, owing to having had the disease in former epidemics. This gives 163 susceptible cattle with mortality of 40.4%.

The treatment was on the usual lines of anti-rinderpest serum treatment. Cows recovered from former outbreaks were taken and inoculated with virulent blood from sick cows. They gave a temporary reaction but did not develop the disease. When the reaction subsided, a further dose of virulent blood was given, until no reaction could be obtained. The serum from these cows was given to sick cows.

At the beginning of the outbreak, the serum was naturally less potent than towards the end and the death rate was higher. It was also the means of conveying pyroplasmiasis to the sick cattle. This combined with abortion gave a heavy death rate at the beginning. As the serum became more potent and the results more satisfactory, it was decided to give calves in with the diseased milk, and when thus contracted it naturally immune serum was given.

The first experimental lot of five had one death, then seventeen were tried with no deaths, until all the calves of suitable age had been treated. When it was decided to treat the calves in this manner the only obstacle was bad water. This was got rid of by twice freezing the serum and then thawing it; the organism being apparently unable to resist this while the "anti" qualities of the serum seemed unaltered. The freezing of the serum was the result of a suggestion from Dr. Healey, of the Bacteriological Department.

(Sd.), ALAN GIBSON, C.V.S.

22nd April.

PUBLIC HEALTH ORDINANCE.

The report of the architects on the proposed Public Health and Buildings Amendment Ordinance was submitted. The report, which is dated March 31, and is signed by Messrs. Leitch and Orange and Messrs. Palmer and Turner, reads:—We have carefully studied the proposed Public Health and Buildings Amendment Ordinance, 1908, and have the honour to hand you herewith a copy of the Ordinance and its objects and reasons interwoven with our remarks.

We have indicated the clauses in the Bill which we consider invite criticism, and have endeavoured to show clearly the effect the alterations will have upon the interests of the property-owners and ratepayers.

We must call attention to our previous report upon the draft for the Bill now being amended, viz., No. 1 of 1905. We then protested against the lower section to be placed in the hands of one man, the Sanitary Commissioner, and after discussion the same was then vested in the "Board," this Bill again proposes to do it, but instead of the Sanitary Commissioner introducing the "head of the Sanitary Department" (a c-de), who shall be responsible for the administration of the Sanitary Department. One man! Such parts of the power as are taken from the "Board" altogether, are vested in the Building Authority—one man again!

Section 175 is not dealt with, and the words "by the owner" remain. Their effect is to make the owner responsible for the cost of labour have proved to be lamentably correct. We again protest against the injustice of legislation which is entirely aimed at the person most easily punished, viz., the landlord, in nearly all cases of nuisance, the tenant is the transgressor, but because he is difficult to catch and prosecute he goes free, while the landlord is forced to employ expert assistance, and is put to expense and annoyance.

We call attention to the serious drop in the value of property since the passing of Ordinance No. 1 of 1903. This is not entirely due to over-speculation, and trade depression, as some aver; but it is largely accounted for by the reduction in the earning power of the buildings as now required.

Houses cost more and accommodate fewer persons, and consequently command less rent. The recent decision on lands leased by the Crown has fallen heavily on the confidence of the Chinese in the Government has been shaken, and they now hesitate to invest money in real estate in the Colony.

In conclusion we suggest that an interview at which we could meet the Hon. Colonial Secretary and the Hon. Director of Public Works, and discuss the technical points raised in this report, would possibly result in most of our proposals being adopted before the Bill is read a second time.

Y. R. C. CLUB HOUSE.

An application for permission to fix the pipes for two water closets inside the new club house for the Victoria Recreation Club was tabled. It reads thus:—

Sir,—On behalf of the Victoria Recreation Club we apply for permission to fix the two water closets in the new club house in the positions already shown on the plan sent to you, and waiving the bye-law No. 7, which provides for the soil pipe being entirely outside. The building in this case, the land at the back of the club house, is the property of the Naval authorities, who would not permit the pipes to go over their land.

We request permission to have the short length of pipe, shown in red, inside the building. It will be always visible so that if anything went wrong it could at once be rectified. The rooms and urinals are all fixed and we are now ready for fixing the soil pipe.—Yours faithfully,

(Sd.), DENISON, RAM & GIBBS.

The Secretary, Sanitary Board.

RAISING A ROOF.

Permission to raise the roof of No. 32, Dagular Street to the level of the roof of the two adjoining houses was applied for by Messrs. Palmer and Turner. The application was as follows:—

Hongkong, 6th April.

Sir,—The owner of the above named house has been served with notice by the Building Authority to raise the roof of the house which

is defective in places. He wishes to raise it to the level of the roof of the two adjoining houses instead of renewing it at the existing low level, and we beg to request that the Board will recommend an exemption from the provisions of the Ordinance to allow this to be done in the manner shown on the enclosed plan. Three houses, of which No. 32 is the middle one, were originally erected three stories in height; subsequently No. 32 was raised to provide a fourth storey 8 ft. 6 in. in height, and later the two wide houses—Nos. 30 and 34—were raised but to a greater height, viz., 11 ft. 6 in., so that looked at from the front the skyline has a small dip in the centre.

Whether this dip be filled up or retained can make little or no difference to the light and air of the adjoining houses, or houses on the opposite side of the street, while the benefit to the house (No. 32) will be enormous in that light and airy floor will be obtained instead of the very low room now existing. The house is owned and occupied by respectable Chinese and the raising of the roof will not mean its occupation by more persons than at present residing there, but will render it lighter and more sanitary.

Dr. Pearce minuted—The proposed additional height will not make any appreciable difference to the lighting of the opposite houses. It will make more difference to the lighting of the room on the second floor at the rear of the yard, but this room has at present no external air and may not be used for habitation even if the definition of external air in the Bill to amend Ordinance of 1903 becomes law.

The Director of Public Works—This is rather a case in which the height of the building should be diminished. Its height is already considerably in excess of one and a half times the width of the street.

THE RAT PLAGUE.

RESULT OF EXPERIMENTS WITH "RATIN."

Some time ago we referred to the value of "Ratin" as an agent for the extermination of rats, and the matter was brought up at the Legislative Council by His Excellency the Governor, when considering the question of limiting the ravages of plague by the extermination of the rat pest which is regarded as responsible for the dissemination of the disease. We have received the following communication which explains itself on this subject:—

RATIN BACTERIOLOGICAL LABORATORY, 17, Gresham Street, London, E.C.4.

March 28th, 1908.

Dear Sir,—I have pleasure in sending you herewith a report received recently from the Medical Officer of Health of Khargpur. This report was issued at the instance of the Bengal Nagpur Railway, who had a supply of Ratin No. 2 sent to them and you will see that it is now definitely proved that Ratin No. 2 will retain its strength for at least six months and we are extending the time limit to this, instead of three months.

I shall be glad if you can find space for any part of this report and I am sure you will confer a great boon on many of your readers who are keenly alive to the necessity of exterminating the vermin, and here at any rate you have a remedy which can be shipped to the utmost parts of the world and which will spread the disease among the vermin and thereby enable everyone to properly exterminate the rats without danger to animals or human beings.

Ratin is not a poison, as is stated in the report.—Yours faithfully,

For the Ratin Laboratory, C. OTTUM, Manager.

The report in question is in the following terms:—

I have made a careful test of the poison for rats named "Ratin" that you sent me. I used one tin at a time and made up the contents into boluses as directed by the patentee. I give you a list of the results obtained on each day. You will see by this that the amount of "Ratin" eaten was a small proportion of that laid down, one-fourth on an average, due I think to the fact that the test was carried out in the rain, when it is very damp, and as the boluses got sodden they were not touched, and also to the fact that the rats were not hungry; the boluses being chiefly placed in the market and the goods shed, where rats were most abundant and where they could get ample food. I experimented with six rats which I caught and fed with "Ratin" and they all died within 24 hours, some in 12 hours—so that there was no doubt about the efficiency of the poison. The point claimed by the patentee, that the rats which eat the poison carry it to others, was I think also proved, as about a fortnight after the poison was laid down in the goods shed, sick rats were seen to come out of their holes and die in the quarters contiguous to the shed and also to the market where the boluses were laid down. On making inquiries among the shopkeepers in the market and at the goods shed, I find that the people have found a decrease among the number of rats since the poison was laid down. But it is a very difficult matter to prove this, as you will see by the statistics supplied; comparatively few dead rats were found about the place but of course a number may have died out in the fields or in their holes. I don't think the test was a very fair one as it was tried three months later than it ought to have been done. It is said on the tins that the "Ratin" would be effective up to the end of April and I did not get the "Ratin" till July.

It is an opinion that the "Ratin" does what it is said to be capable of doing—viz., kills rats and causes an epidemic among them, and I think it would be a good plan to try it again. I did not try it in private houses as I was afraid that children would eat it, the small being rather sweet and the poison, having the appearance of native sweetmeats, I would recommend that the "Ratin" be brought and tried during 1908, but would urge the necessity of it not being delayed in transit and that it be tried during the cold and hot weather as I have no doubt it will act much better.

Yours truly,

(Sd.) V. ST. JOHN CROLEY, Medical Officer, Khargpur.

Junk Bay Mills.

SIR PAUL CHATER AND MR. MODY'S POSITION.

DEFINED BY THEIR SOLICITORS.

We have received the following letter from Messrs. Deacon, Looker and Deacon for publication:

Sir—With reference to your report of the inquest attending the death of the late Mr. Rennie, whilst we are very loath to address you on this unhappy subject we feel that, in justice to the facts, Sir Paul Chater and Mr. Mody, we ought to set out the following statement of the actual facts in connection with certain of the matters referred to in such report.

It is reported that a few days after the general meeting of the Hongkong Milling Company, Ltd., a change became apparent in Mr. Rennie, who complained of business worries and alleged that those who could help him would not do so. With regard to this, reference should be made to the statements of Mr. Rennie on the 7th ultimo on the occasion of his presiding at the annual general meeting of the Milling Company; from this it will be seen that he stated that "the outlook for the current year is more promising, the demand for our product continues so strong that we have difficulty in keeping pace with it." I am glad to say that everything is going smoothly at the Mills, and a profit of \$161,267.76 in the first eleven months of our working proves that we have established the business on a sound basis and I confidently believe that at our next meeting we will be in a position to propose a handsome distribution of profits. Such statements would certainly not convey to the ordinary mind that there was any cause for worry over, or anything substantially wrong with, the affairs of the Company and our clients had in fact no reason whatever to suppose, or any intimation whatever from Mr. Rennie, that matters were running otherwise than most favourably in connection with the concern.

It is further reported that evidence was given to the effect that Mr. Rennie was asked why he did not tell our clients of any troubles he had and replied that he had done so but that it was no good. With regard to this, what we have written above is in point, but we should add, it was not until the 11th instant (three days before Mr. Rennie's death) that our clients had the slightest suspicion that all was not well in connection with the affairs of the Mill; on that date, at a Board meeting of the Company, Mr. Rennie, in accordance with the requirements of the Articles of Association, intimated that he desired to have a meeting of the shareholders of the Company convened for the purpose of obtaining authority from them to change the Company's property in favour of their Bankers and he then put before our clients, as directors, a statement, which is now in our hands, shewing a loss, as estimated by him, of \$41,000 odd upon the milling and sale of the wheat then in the Company's godowns, which statement Mr. Rennie then informed our clients he purposed placing before the Company's Bankers. This was absolutely the first intimation our clients received from Mr. Rennie that the affairs of the Company were not proceeding favourably, but as the statement shewed a loss of only one-fourth of the profits that Mr. Rennie had stated at the annual general meeting had been already made by the Company, our clients naturally did not view matters in too serious or too unfavourable a light and, having the most complete confidence in Mr. Rennie, they accepted such statement as accurate in every respect, though it has since been ascertained that the Company's Bankers proved it to be otherwise.

At the same time Mr. Rennie mentioned to our clients that there was a purchase of wheat which he had made for June shipment, which he had asked the Company's Bankers to finance, but which they were unwilling to do unless our clients personally guaranteed the transaction, which amounted to some \$500,000, the latter did not then refuse to do this, but took the matter into consideration. On the morning of the 14th instant, Mr. Rennie rang up Sir Paul Chater on the telephone, stating that he was in trouble and desired to see Sir Paul, who, in reply, arranged to see Mr. Rennie at his office that morning. Mr. Rennie accordingly did so. Mr. Rennie then informed Sir Paul Chater that there was trouble with regard to the June shipment above mentioned, that he had been notified that the steamer in connection therewith had been chartered and that accordingly the necessary credit must be sent, and reiterated that if our clients would guarantee same it could be arranged through the Company's Bankers; Sir Paul Chater then suggested to Mr. Rennie that it would be best, in order to cut the then apparent loss on the shipment as much as possible, for Mr. Rennie to telegraph to cancel the contract and re-telegraph to the shipowner, which Mr. Rennie then concurred in doing and, in Sir Paul's presence, wrote out a telegram for that purpose and handed it to Mr. Chard to despatch.

It is also reported that Mrs. Rennie had been served with a writ for \$30,000 with regard to this, in February last, prior to the annual general meeting and when the accounts had been audited and a skeleton statement in connection therewith got out, Mr. Rennie saw our clients therewith and as to the disposition of the then estimated balance of some \$350,000 thereupon appearing, Sir Paul Chater expressed the view that this balance should be appropriated by declaring a dividend to the shareholders, in view of the fact that three years had elapsed since the incorporation of the Company; Mr. Rennie was reluctant to accept this suggestion and stated that the Company needed the money in its business and that their Bankers preferred such a course, whereupon Sir Paul Chater said that, as Mr. Rennie proposed to give no dividend to the shareholders, he ought, in accordance with the not unusual practice to forego at least a portion of his commission on the Company's workings for the then past year, and consequently no commission earned amounting to \$60,000 and Mr. Rennie agreed to halt such commission, thus receiving the sum of \$30,000 in this connection. Mr. Rennie then informed our clients that he desired to obtain an advance to himself of a sum of \$30,000, which Mr. Mody promptly volunteered and which, a few days later, he did in fact lend, receiving in return a promissory note therefor, which promissory note fell due on the 1st ultimo, but, having the fullest confidence in Mr. Rennie and his position, Mr. Mody did not then present the note for payment, but left it to Mr. Rennie to discharge as and when he saw fit. After Mr. Rennie's death our clients learnt for the first time that he had effected considerable dealings with his holdings in the Milling Company endangering considerable claims on his estate and Mr. Mody saw us in connection with the above mentioned loan and placing his interests in our hands. On our advice proceedings were instituted against the deceased's estate, with the view of endeavouring to assure to Mr. Mody, priority for his claim in respect of the loan referred to.

over the claims of other creditors of the deceased in respect of his said dealings. These proceedings were not instituted on the same day as, but on the day following Mr. Rennie's death, and Mrs. Rennie was not served with the writ of summons, nor was it ever in fact served on her, as her then solicitors (two days after Mr. Rennie's death).

Finally, there is reported a suggestion to the effect that our clients have succeeded in obtaining possession of the Mills; with regard to this, the true facts are that after Mr. Rennie's death the affairs of the Company were found to be so involved and disastrous that our clients, as the only remaining directors in the Colony, were advised and decided that, in the best interests of the shareholders, the only proper course was to apply to the Court for a winding-up order and the appointment of a liquidator, which was accordingly done. This liquidator is now in possession of the property of the Company on its behalf, but it is more than probable that the realization of such property will be insufficient to pay the Company's creditors and consequently leave nothing for the shareholders, of whom our clients hold two-thirds of the whole capital and accordingly are by far the greatest losers from the confidence placed in Mr. Rennie and the state in which his death left the affairs of the Company.

"Thanking you in anticipation of the insertion of this,

Yours obediently,
DEACON, LOOKER & DEACON.
Hongkong, 30th April, 1906.

N. D. LLOYD.

THE ANNUAL REPORT.

The Norddeutscher-Lloyd is the last of the great German steamship lines. From a dividend point of view it is worse than that of the Hamburg-American Company, for the distribution is at the rate of 44 per cent., compared with 81 per cent. for 1905. The causes assigned are those with which we are getting pretty familiar. Rate wars, the American financial crisis, arrest of emigrant traffic, strikes, and dear coal—these all find mention as contributing to bring about a disappointing year. More business has been done, both in passengers and freight, but the profit has been less. For this reason, among others, the directors of the Norddeutscher-Lloyd welcome the agreements recently entered into with competing companies as ensuring a tranquil and profitable development of business during the current year. The four years' agreement with the Hamburg-American Line is referred to as foreshadowing "the profitable co-operation of both companies."

In the trade with the Far East the Hamburg-American Line has, the report says, "renounced the passenger service for a number of years." Henceforth the Norddeutscher-Lloyd has to compete with the competition of the Japanese lines, which are described as supported by "a big State subsidy." But this has apparently not prevented the Norddeutscher-Lloyd from making arrangements for the Nippon Company to go out of the Bangkok-Hongkong trade.

The catering arrangements on Atlantic liners form a subject of perennial interest. It is desirable, therefore, to note the fact that the first-class restaurant service, with dinners à la carte at small tables, which was established by the Norddeutscher-Lloyd on its new Atlantic express steamer, the Kronprinzessin Cecilie, has met with such approval that the system is to be introduced on the company's three other express boats. As regards submarine bell signalling, "the remarkably successful experiences of our captains" have led the company to order receiving apparatus for additional ships. "Since the new lightship at Norderney has been provided with a submarine bell, our vessels are," says the report, "in a position to receive these signals from all the lightships from the mouth of the Weser to the English Channel, and thus to ascertain their position in foggy weather."

In the work of exploration it would seem that even a steamship company can nowadays take a hand. Not content with circumnavigating the globe 2-3 times in a single year, with owning coal mines, and participating in dock, steamship, and machinery companies, the Norddeutscher-Lloyd is now hunting after phosphates. "The great importance which the further economic development of the South Sea territory possesses for our lines working there has caused us in the past year," says the company's report, "in connection with friendly firms, to send an expedition for investigating the mineral wealth of the island territories. The outcome of this expedition is the discovery of rich phosphate deposits on different islands, for the exploration of which we have, in common with the participating firms, secured the necessary concession from the Imperial Government. The movement of commodities within the Bismarck Archipelago, which is carried on by our steamers Sumatra and Longwood to the depot created by us at Simpsonhafen, is going on—slowly but steadily." The only drawback appears to be the lack of a cable connecting Simpsonhafen with the outside world.

A TROUBLESOME EUROPEAN.

HIS BEHAVIOUR OUTSIDE A POLICE STATION.

30th ulto.
A European, who is believed to be a Custom house officer, giving the name of C. W. Body, a passenger by the steamer *Wing Sang*, had a little experience last night, which he will not forget for long. It appears that during the small hours of this morning he made his way into the charge-room of the Central Police Station and informed the Sergeant on duty that he wanted to make a complaint.

"Well, what is it?" asked the "sergent."
"I want to see the inspector," he stated.
"The inspector has just been relieved. I am on duty," proceeded the Sergeant.

"I must see the inspector. I want to see him—and I will," he shouted.

Seeing that the man was in an obstreperous mood, the Sergeant advised him to leave, "or you'll get into trouble."

At first he refused point blank, but as his wish was not going to be fulfilled, he took his departure. Arriving outside the charge-room he discharged a fusillade of epithets at the Sergeant, until finally his behaviour was such that the officer was forced to arrest him. When searched the supposed Custom house man was found to have in his possession about £110 in sterling, besides other coins. This morning, looking very penitent, he was taken to the Police Court and charged with disorderly behaviour. He was discharged with a caution.

The Amending Bill.

PROPERTY OWNERS' RECOMMENDATIONS.

ADOPTED BY GOVERNMENT IN PART.

Another meeting of the Committee of the Chinese Commercial Union was held this afternoon to consider the Public Health and Buildings Ordinance Amendment Bill. At the meeting a letter was read from the Hon. Dr. Ho Kai transmitting notes of the proceedings at meetings held of the architects, on behalf of the European and Chinese property owners, and Government officials. From these notes it is learnt that most of the recommendations, in the direction of amendments to the various clauses in the draft Bill, had been adopted by the Government. The conferences will thus have the effect of paving the way to the passage of the Bill through the Legislative Council which will consider the second reading of the Bill to-morrow.

ARCHITECTS' CRITICISMS.

CHINESE PROPERTY OWNERS' CASE.

Messrs. Denison, Ram & Gibbs, who were engaged by the Chinese property owners to consider the technical points of the new Public Health Amending Bill, have submitted their report. It is dated 11th April, 1906, and is as follows:—

TO THE CHINESE PROPERTY OWNERS OF HONGKONG.

Gentlemen,—We have carefully considered the several clauses of the proposed amendments of the Public Health and Buildings Ordinances of 1903 and send you herewith our report. It is dated 11th April, 1906, and is as follows:—

In cases where the amendments are merely additional words or alterations in wording to make the meaning of the original clauses clearer we have not made any remarks, nor have we reported on any clauses which we consider do not adversely affect the interests of property owners or their tenants.

We observe that nothing has been done to modify section 175 of the Principal Ordinance. In cases where there is a public or private street at the back of a domestic building we do not see any more necessity for providing the open space referred to in this section than where there is a backyard of fifty square feet or over and in the case of a corner house we do not see any need for such open space. The object of the section is to provide light and ventilation to the backs of houses, and it is surely better to have light and air from a continuous space like a street than from an enclosed space eight or nine feet square surrounded by buildings forty feet or so high.

We quite see the object of the open spaces in the backs of buildings where the backs of the houses have no means of light or ventilation and the kitchen open directly into the main rooms and have no windows, but in cases where there is a street either at the back or side we consider it quite unnecessary. We therefore suggest that the following clause be added to section 175:—"Provided that this section shall not apply to any domestic building which is bounded on the back or side by a street and is provided with a window or windows at the back or side," or words to that effect.

We also suggest that the following should be added to section 6, sub-section 2: after the words "for special uses," the words "or for the housing of the working classes."

The following are our notes and suggestions on the amendments, and we are presuming that you are in possession of a copy of the Amending Ordinance.

2.—Section 6, sub-section 26.
We are of opinion that it should be provided that in houses facing existing lanes of more than 8 feet and less than 13 feet in width, the width of such lane shall be deemed sufficient.

2.—Section 6, sub-section 39.
The definition of a new building is sufficiently stringent in the original Ordinance. It should also be strictly provided that the greater part of two walls should measure more than half of each of two walls and not more than half of two walls combined, as in many cases the demolition of one wall could be considered greater than the half of the same wall and a smaller one combined, although nothing might be done to the other wall.

2.—Section 6, sub-section 45.
The definition of a party wall may be a suitable one for Cardiff or many towns in England, but we consider a better definition would be:—"A wall forming part of a building and used for the separation of such building from an adjoining building belonging to or likely to belong to a different owner and forming part also of such adjoining building, or built for the manifest purpose of belonging to such an adjoining building to be hereafter erected."

3.—Section 6, sub-section 60a.
By the wording of this section the whole wall would have to be made of glass, as a wood or iron sash frame is opaque. The word whole should be left out. Instead "glazed portion" might be inserted.

4.—Section 8.
If the President has any special powers over and above any other member he should be elected annually by the members.

11.—Section 46.
We suggest that the words—"Provided that this section shall not apply to maddies, or other temporary structures provided for housing workmen during the progress of works," should be added to this section.

18.—Section 101.
The parts of the Ordinance referring to thickness of walls should be reconsidered. Under the existing Ordinance of two walls of the same height a thinner one may be constructed on the top of another wall than may be built on the solid ground. For instance a 30 feet wall built on the top of a 25 feet wall may be 14 inches thick, whereas if it is built on the ground the lower part must be 18 inches thick.

21.—Section 103a.
The words "in cement mortar" in the second line should be omitted, as it does not agree with the latter part of section 103.

24.—Section 107.
Openings in brick walls built in lime mortar should not be required to be filled up with brick or stone in cement mortar. If the wall with openings is strong, cement is not so much required as with the openings filled up with new brickwork of the same description as the old. Moreover, should it be necessary at a future time to take away the filling, it could be done, if in lime mortar, without injury to the walls, but scarcely so if built up with cement mortar.

25.—Section 111.
It should not be left to the discretion of any one to say what is good cement concrete. The proportions should be stated, e.g., 1 part of cement to 3 parts of sand and 4 parts of stones makes good concrete.

30.—Section 127.
We consider that any alteration in this section is unnecessary.

31.—Section 128.
This amendment should be altered so as not to include existing cocklofts.

34.—Section 138.
This is a further cutting down of verandahs. It was always understood that verandahs of 50 feet streets were limited to three stories, that is, the ground floor, first floor and second floor. Now it aims at cutting off another story. The building may be 75 feet high but the verandah only 30 or 32 feet. An open three storey verandah would rarely exceed 45 feet in height and would obstruct far less light and air at a distance of 40 feet than a building 75 feet high without verandahs at a distance of 25 feet. In many ways verandahs and balconies are a help to sanitation as they encourage the people to keep open windows, keeping off the rain and in very hot weather, the sun.

We consider that a clause should be added to this section to the effect that existing verandahs and balconies may be re-erected to the original height and design and without the renewed consent of the Government, or compensation paid for same if not allowed.

37.—Section 141.
As this section is for the provision of light and external air into the main room, we consider that it should not be necessary, for two reasons, to limit the width of the kitchen to half the width of the house. In the first place the width necessary to provide for external air is set down in the Amending Ordinance at 5 feet. In the second place there are many lots in the Colony on which Chinese houses are built, of a width of not more than 13' 6" and very few Chinese houses are ever erected of more than 15 feet. In the case of a Chinese 5 storied house of 13' 6" width the kitchen from the centre of one wall to the outside of the other would be 6' 6". The walls would be 27" and 13", together 3' 4". The width of the kitchen would thus be 3' 5" wide and a Chinese stove is quite 2' 6" from front to back, there would only be 1 inch for the long duration. Witness stands at when he saw the *Hoi Hong* altering her course to port he tried to go full speed astern, but he had not enough time.

Wong Wai, master of the steam launch *Hoi Hong*, stated that about 12.20 p.m. on the 28th ulto, he was coming to Hongkong from Canton, when he met the steam launch *Hoi Hong* going in an opposite direction, and as the *Hoi Hong* was right ahead of his launch he altered his course to starboard, giving at the same time a long blast on his whistle. The other launch then altered her course to port and the collision came about, the *Hoi Hong* hitting the *Hoi Kong* on the starboard bow. At the same time she gave one blast of long duration. Witness stands at when he saw the *Hoi Hong* altering her course to port he tried to go full speed astern, but he had not enough time.

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LO VICEROY CHANG'S APPREHENSION.

When the people were greatly agitated a
days ago over the rumour that a Japa-

few | ly thought, and on account of the good sea-
ness | rendered by the Japanese transportation com-
| pany it has succeeded in securing a large

owners is to be formed in opposition to Japanese mail lines, with a capital of a

ship were "turned loose" to look for the camp, where they eventually "discovered" in a pawsook. Great rejoicings at Van-mart.

1990

EXPLOSION AT SINGAPORE.

AN OIL SHIP BLOWN UP.

A few minutes after eight o'clock last night, reports the *Singapore Free Press* of 23rd April, an alarming explosion, the sound of the detonation extending all over the harbour. The explosion took place on the Dutch oil-tank ship *Tancerville*, in dry dock at Keppel Harbour.

The alarm reached town of a fire at Keppel Harbour, and the Brigade turned out, as well as the brigades attached to the Docks.

The dock steamer *Varuna* also turned out and came from Tanjong Pagar and in a very short time a large number of jets were playing on the tanker.

The bulk had come in to port at the beginning of the week with a cargo of benzine, which of course had been discharged before she went into dock, which was on Monday. No one was actually working on board her at the time, but Chinese coolies were at work on the hull outside, scraping her ready for repainting. The explosion occurred in the centre tank above the bridge deck and was obviously of vapour remaining over from the cargo, which, when mixed with air, forms an explosive of highly destructive power.

A hissing sound was first heard, followed by a deep rumbling explosion, which cut and a shock like an earthquake, shaking all the houses in the neighbourhood, disturbing the ornaments on tables &c. and extinguishing the electric light at the P. and O. Wharf. Clouds of smoke arose from the vessel, and great apprehension was felt of further explosions.

The hatch above the hold in which the explosion took place was blown right over the blacksmiths shed, a distance of a hundred yards to the port side. Fortunately it fell without doing any damage. The whole of the starboard side of the vessel amidships, which is blown open to the water line. On the inside a large plate was blown into the engine shop, also fortunately without doing damage. The bridge, upper structures, and boats suffered severely, being shattered near the source of the explosion. Part of the hatch coming was hanging over on the port side, and one boat is lying in the bottom of the Dock.

THE WRECK BY DAYLIGHT.

April 24. To the full particulars we were able to give our readers yesterday of the alarming explosion on board the oil-tanker *Tancerville* while in dry dock at Keppel Harbour, there is very little to add.

Seen by daylight the vessel is a terrible wreck, a mass of twisted steel and iron-work, with the starboard side of the hull ripped open to the deck, the deck ruptured, and gear & machinery which had been rent from the vessel having been collected from all round the dock.

The injured men turned out to be only two in number, and no essential details beyond what appeared yesterday have been disclosed. A prudent reticence is observed as to the cause of the explosion, and as to how it came about that the bulk was allowed to go into dock, with the dangerous fumes of the petroleum hanging about her.

We have, however, come across a passage in a standard book on petroleum, which it has been brought to the notice of the Dock Authorities, would probably have considerably exercised their minds as to the propriety of taking her into dock at all. The work in question is "Petroleum and its Products" by Sir Boverton Redwood, the recognised authority on these matters. In Vol. I, in the chapter dealing with the transport storage and distribution of Petroleum, we come across a remarkable passage, which is worth quoting verbatim—

"On the 11th of May 1894 an explosion occurred on the ship *Tancerville*, which had shortly before discharged a cargo of benzine in dry dock at Newport, Mon. The vessel had been under repair for twenty days when the explosion took place. From an examination made by the author, on the same day, it would appear that the explosive force had been mainly localized on the port side of the water ballast tank, immediately forward of No. 1 oil tank, and had been exerted principally upwards and aft. Before the work of repairing was commenced, the oil tanks were cleaned by a jet of water and were afterwards dried with sawdust and cotton waste. They were ventilated by wind-lifts, being during and after firing. The water ballast tank had not been used since October 1890, as a cargo tank, but it was asserted that while a cargo of crude oil was being discharged at Havre, in Feb. 1891, some one from the shore opened a valve, and allowed a quantity of oil to flow into the ballast tank. The suction pipes were so arranged that the water could not be drawn from the ballast tank beyond a depth of 44 inches from the bottom." After discharging her last cargo, the ballast tank had been filled with water, but if an attempt had been made to displace the oil by water, and cause it to overflow into the two tanks, a considerable quantity of oil would have been confined between the head of the upper part of the tank and prevented from flowing away.

On the morning of May 11th men were sent into No. 1 oil tank, adjoining the water ballast tank already referred to, to clean up some oil, which had leaked in through a defective rivet hole in the bulkhead separating the tank in question, and the work of repairing in the tank was then continued. As one workman was cutting a thread, with a view to replacing a defective rivet, by a screw plug, a tongue of flame appeared to issue from the tank, the flame then seemed to recede and immediately a violent explosion occurred, killing four men, injuring others who were in the tank, and killing a carpenter, who was in the two tanks on the port side of the bunker space. The explosion was undoubtedly due to the ignition of a mixture of air and petroleum vapour in the ballast tank, but the actual cause of the ignition was not explained.

Now the similarity of the two explosions on board the *Tancerville* is remarkable. The same vessel; a cargo recently discharged; in dry dock; under repair; a hissing sound followed by an explosion; and wreckage of the ship.

In reporting upon the *Tancerville* accident the Inspectors of the Board of Trade suggested that "When repairs require to be carried out to a vessel which has been carrying petroleum, there should, in our judgment, be a formal heading over of the vessel to those by whom the repairs are to be undertaken and a certificate given that the tanks and all dangerous places have so far as practicable, been adequately cleaned and ventilated and rendered free from risk of explosion or fire. If from any cause a complete certificate of this sort cannot be given, then it should be clearly notified which tanks or spaces have not been cleaned and are still dangerous."

We leave to the responsible authorities to say whether this definite recommendation was known to them, or their experts, and whether this certificate recommended was given. If it were necessary in a May morning in Fouth Wales, what can be said about it being necessary in a tropical climate like Singapore, where there is a constant temperature of 80° Fahr. or more during the day? And where the workmen employed on the repairs are ignorant Chinese?

(There have been too many accidents from petroleum and its products in the Eastern Seas of late years for the questions raised to be equal.

burked. The case of the *Tancerville* second explosion ought to have the definite effect of making the Government cause such an enquiry to be made, and such regulations to be passed, as will make reasonably safe this very dangerous trade. It is not only a question for the Straits Government, but also for the Home Government, both acting in conjunction with the Dutch Government, and any other country that owns oilships and oil fields.

THE TEST FOR VAPOUR.

The author to which we have already referred, in volume II, describes and illustrates the Redwood Vapour Testing apparatus. In essence it consists of passing the air in which vapour of petroleum is suspected of being present, over a hydrogen flame, which shows a flame-cap corresponding to the percentage of pentane vapour. A collector is used to obtain the air from the suspected place, either directly, or by means of a suction tube.

The apparatus is well-known and reliable, and we should not be surprised if the Government Analyst had one in his possession. The point obviously to be made is that petroleum ships, petroleum stores, and operations connected with the preparation, storage, or transport of petroleum, should be subject to expert examination and certification.

A CHINESE URCESUS.

WIVES OR NO WIVES.

COUNSEL AND LAW AND CUSTOM.

The important action concerning the distribution of the estate of Choo Eng Choo, a Singapore Chinaman of great wealth known as the "Orange Kaya Saigon," was carried on yesterday, before the Chief Justice, the Hon. Mr. A. F. Law, reports the *Singapore Free Press* of 23rd April. The question was whether several Chinese women in the case were wives or concubines. The names of the parties are Choo Eng Choo vs. Neo Chan Neo, Tan Seok Yang, Cheong Cheong Kim, Lim Cheok Neo, Mah Lim Neo and Neo Neo Neo. For the first, Messrs. Nanson and Carter, the second, Braddell and Wee Thean Tew for the third, Delay and Chopard, for the fourth, Harris for the fifth and Gault for the sixth.

There were some amusing passages yesterday, when Mr. Harris commenced what was an address of considerable eloquence. He spoke at some length and delivered matters with a few airy observations which produced good deal of amusement.

A DROP IN ETERNITY.

Mr. Harris considered it unreasonable for one of his learned friends to come there "with antiquated Chinese laws and attempt to upset the humane laws of the Colony in half an hour."

His lordship: "In half an hour! In four days, you mean."

"What is four days in eternity?" asked counsel of a smiling Court. No answer being forthcoming, he answered it himself—

"A very small drop in the ocean."

"To come here," he went on, "and try to upset the humane conditions obtaining in the Straits Settlements for hundreds of years, and upset all these customs of Malacca in four, seven or twenty days, is an attempt to accomplish what, if I were a prophet or the descendant of a prophet, is a task my friend won't succeed in."

Chinese law came in for a little criticism from counsel.

"We don't go to China for law," he affirmed.

"It would be a most unfortunate thing were we to go to China for law—or learning."

Mr. Harris then described what he called a conspiracy to defraud and rob these people, from what was theirs from the beginning. Neo Chan Neo was a weak woman, who had been induced to give up her rights in this case. She was a fool.

"Counsel," said Mr. Harris, "has compared the Chinese wives to the moon and the concubines to stars. If this is so, it shows the position of the latter is certainly elevated. When we talk of a woman being like a star, it is the proof that we have a good deal of respect for her perfections," Mr. Harris affirmed.

"CHINESE AND COOKERY."

The Court now proceeded to listen to the quoting of authorities. Mr. Dyer Ball was one of the Chinese mentioned.

"I don't know whether he is a great authority," remarked counsel.

His lordship: "He has written a great many books—10, I believe. A cookery book I see, amongst others." (Laughter.)

Mr. Harris contended that if his lordship decided in favour of one woman in this case it meant that there would be many women in Singapore placed in a very hopeless position. The word "concubine" was only to distinguish from the principal wife who held a more important position. He believed every one of these women went through a form of marriage with the deceased Chinese Gentleman.

On the Court resumed in the afternoon, Mr. Harris spoke on the merits of plurality of wives. He asked the Court to remember that they were dealing with an Eastern country and not with a Christian country or with Christian ethics of the West. It was justice and in a broad spirit. In a recent decision of Mr. Justice Fisher, it was shown that the Judge did consider the plurality of wives as part of the existing system, by granting letters of administration to a second wife. The teaching of Confucius was in favour of plurality. The wills of Chinese in the registry had been a matter of life and death, and favoured by them. The Malacca decision was come to by a common jury who had been misled and who misunderstood the question at issue. The other nations of the East—the Jews, Indians, Arabs, Japanese—all accepted the plurality of wives. He had it on the highest authority that the Emperor of Japan had twelve, proper, respectable wives.

Mr. Ellis: "The King is above the law" (laughter).

Mr. Harris: "Remember Charles the First." Counting Mr. Harris said he considered himself an authority on Jewish law and customs, and he knew it for a fact that by Biblical statute a Jew can have as many wives as he wishes. Taking the Bible as Jewish history, it was shown that Abraham, Solomon and David had many wives—Solomon had one thousand.

Mr. Nanson: "Wives and concubines." Mr. Harris: "At any rate he had more wives than the deceased Chinaman in this case."

Mr. Ellis: "Fifty times more" (laughter). Continuing, Mr. Harris said the custom of plurality of wives was an Eastern custom and prevented a woman from being referred to as a Mohammedan Marriage Law, which, he contended, showed a spirit of legislation in favour of plurality. If it was held that there was only one wife all these women and children would be in the evil position of prostitutes and bastards. Counsel quoted Sir P. Benson Maxwell as an authority in support of his contention, as well as the late Mr. G. Hare, President of the Chinese. His client had been married to this man for twenty-five years and had his children by him. The custom of plurality of wives, he asked his lordship, to say that all these women and children were equal.

CANTON DAY BY DAY.

CAPTURED MUNITIONS.

[From Our Own Correspondent.]

Canton, 24th April.

Yesterday the Chinese gunboat *Koing Lee* brought to Canton from Macao the munitions that were seized some time ago by the Lappa Customs authorities in Chinese territory, in the vicinity of Macao.

THE VICEROY'S TOUR.

H.E. Viceroy Chang (en Choo) boarded a Ho Tou boat at the Tien Tai Wharf at one o'clock to-day and left here to proceed to the East River on a tour of inspection. His Excellency is accompanied by H.E. Admiral Li Choo, a staff party together with some thirty soldiers with two motorboats *Pei Pak* and *Lung Sung* as escorts. His Excellency has altered his plans and is making a tour of inspection along the East River only this time, and will not continue his trip up the West River as at first contemplated. It is reported that His Excellency will return to Canton about the beginning of next month.

PUBLIC MEETINGS.

The Pei Yang Ta Chen has informed the authorities of the different provinces that, in accordance with the new regulations, no public meeting is allowed to be attended by a larger number of persons than two hundred.

CLAN FIGHT.

A clan fight of a serious nature has taken place in Sai Chiu, in the vicinity of Fatahau, between the clans surnamed Chan and Leung, in the Kan Chua village. Yesterday the Nanchow magistrate hastened to despatch a wuyuan with a number of soldiers to the scene to restore order.

CHEAP RICE.

On the 16th instant the Canton Cheap Rice Disposal Bureau sent a telegram to Wuhu to order a further supply of 50,000 bags of rice. A reply has been received from Wuhu by the Bureau informing it that the shipment of the 50,000 bags of rice as ordered will leave there for Canton on the 3rd proximo and is expected to arrive at Canton about the 10th inst. The daily proceeds realised from the sale of cheap rice in the four sheds during the days from the 18th to the 22nd instant were as follows:—18th: Eastern shed \$2,781; Western shed \$1,577; Hoam shed \$1,181; Wongsha shed \$917; 19th: Eastern shed \$1,530; Western shed \$1,310; Hoam shed \$1,314; Wongsha shed \$841; 20th: Eastern shed \$1,519; Western shed \$1,324; Hoam shed \$1,310; Wongsha shed \$810; 21st: Eastern shed \$1,530; Western shed \$1,310; Hoam shed \$1,310; Wongsha shed \$810; 22nd: Eastern shed \$1,530; Western shed \$1,310; Hoam shed \$1,310; Wongsha shed \$810. From the above it can be seen what a great quantity of rice was sold each day in the four sheds; and this distribution of cheap rice is only for the supply of the poorer class of the community.

25th April.

THE VICEROY'S TOUR.

His Excellency the Viceroy left here yesterday at 1 p.m. and arrived at Whampoa at about 2 o'clock, where His Excellency landed and visited the Whampoa Naval College and the Whampoa Docks. The Viceroy also reviewed the students there, seeing them go through their drills. After a short stay at Whampoa His Excellency proceeded to the Boga Tigris where he inspected the different fortresses and the military garrisons. His Excellency will also proceed to the Shue Lung district to make an inspection of the Canton-Kowloon railroad, etc. Viceroy Chang reported his departure from Canton on a tour of inspection to the East River, on the 24th instant, to Peking by wire.

COLLISION.

A few days ago a steam launch came into collision with a rice junk in the vicinity of Hou Lik, and the junk was considerably damaged, with the result that over 10,000 bags of rice were lost.

COAL MINES.

The Kwangsi high authorities have granted to Mr. Lau Ming Pak the sole privilege of working the coal mines in the Ho Yuen district, and Mr. Lau has asked the Canton Self-Government Society to grant a company with sufficient capital to open the mines in question. The Society has now convened a mass meeting to take place to-day for the purpose of discussing matters with the object of forming a company to open the mines.

FREE LIBRARY.

The Canton Press Society has established a library in Fu Shin street. Admission is free. The object of the library is to enlighten the public mind with wholesome literature. The Kwangsi Prefect Chan and the ex-Nanchow magistrate Chang have subscribed 200 each towards the expenses of the institution.

27th April.

HOUSE COLL PSE.

On the 27th instant, at 1 a.m., during the heavy rain, a shopkeeper, named Ng Fok Lee, who was on duty in the lane, noticed something being blown down from the roof of the shop by the wind which was then very strong. He proceeded close to the building to investigate, when without warning, it collapsed and he did not have time to escape. The policeman was half buried by the debris, but he could still manage to raise an alarm with his whistle in spite of the pain he was suffering. The policemen in the neighbouring street, in response to the alarm, hurried to the help of their brother officer, who was informed that the shop had collapsed, and a doctor with a number of cories of the hospital hastened to the scene, where six persons were extricated from the debris, all seriously wounded, and were removed to the hospital for treatment.

YUNCHOW BANDITS.

During the recent rising at Yunchow many of the insurgents fled over to Annam for refuge when they were being pursued by the Imperial troops. At the request of the Chinese Government, twenty of the bandits have been arrested in Annam and were recently extradited to Yunchow.

RAILWAY CO.'S CALL.

As the Canton Nine Charitable Institutions were the promoters of the Canton Hankow Railway Company and the first call of subscription at \$1 a share was collected by them, the Company has now requested the committees of these institutions to take up the second call of \$1 a share for the company; but the committees of the institutions have refused to comply with the Company's request.

THE VICEROY'S RETURN.

It is ascertained from Mandarin circles that H.E. Viceroy Chang, who is now on a tour of inspection to the East River, will return to Canton on the 4th proximo, as His Excellency is determined to spend only ten days on the present tour.

WEICHOW BANDITS.

The Brigadier-General at Weichow has reported to the Canton authorities that, a few days ago, he proceeded to Hop Pa with two regiments of troops to attack the malcontents who collected there to the number of several hundreds. The Imperial troops and an auxiliary band of about 4,000 men, who were sent to result that some 100 of the latter were killed and four captured, though they vigorously re-

sisted the troops. During the encounter one of the troops was lost and two others wounded.

28th April.

ANTI-OPIMUM CAMPAIGN.

The Canton Anti-Opium Society has recently engaged twenty extra officers to be sent out daily to inquire about the opium smokers in the different quarters in the city, and to arrest any one found smoking without the necessary license.

A wuyuan was sent by the Canton authorities to Fatahau to inquire into the amount of prepared opium sold daily by the opium dealers in that town, and he has now reported that the quantity sold there is about 500 taels a day.

THE VICEROY'S TOUR.

A Weichow telegram states that H.E. the Viceroy, on a tour of inspection to the East River, arrived at the Weichow Prefecture at 2 p.m. on the 26th instant.

RAILWAY AFFAIRS.

As the Canton Nine Charitable Institutions have refused to take up the responsibility of collecting the second call of subscriptions at \$1 a share for the Canton-Hankow Railway Company, a meeting was held yesterday in the Company's offices where the Provincial Treasurer, the Provincial Judge, the Kwangchow Prefect and some others were asked to be present for the purpose of discussing the best measures to be taken for the collection of the subscriptions. In case of failure to arrive at a satisfactory arrangement, it is expected that trouble, in connection with the Company will be revived.

29th April.

THE VICEROY'S PROGRESS.

Last evening a telegram was received at the Viceroy's yamen from H.E. the Viceroy, from Weichow, stating that he left Weichow on the morning of the 27th instant and proceeded to Kowloon. The train for Saigon will be due to arrive at Shinging on the morning of the 29th instant.

COAL MINES.

The Canton Bureau of Agriculture, Industry and Commerce has proposed to appropriate a sum of 200,000 taels from the Government treasury for the purpose of working all the coal mines that have been discovered in the Panyu district.

RAILWAY CO.'S CALL.

Yesterday, a meeting was held in the Canton-Hankow Company's offices for the purpose of making arrangements for the collection of the second call of \$1 a share. There were present the Provincial Judge, the Brigadier-General of Kwangchow, the Kwangchow Prefect and the two district magistrates of Nanchow and Panyu and the representatives of the nine Charitable Institutions. After considerable discussion and with the aid of the officials present, the representatives of the Charitable Institutions had at last acquiesced in the request of the Canton-Hankow Railway Company to assume the responsibility of collecting the second call for the Company. At the meeting it was decided that the collection of the call in question will be commenced from the 1st day of the 7th moon and will be closed on the 30th of the 10th, this year.

Seeing that some officials are still likely to be addicted to the vice of opium-smoking, the Canton high authorities will, from the first day of the 4th moon, send some special officers to secretly visit the different yamens every day in the city to see if any official has not really entirely rid himself of the habit, in order to strongly enforce the anti-opium regulations.

30th April.

Another section of the Canton-Hankow R.R. way from Sam Wah Tim to Kwan-tai has been completed; it is reported that this section will be opened for traffic on the 15th day of the 4th moon.

A COLLISION.

At 8 p.m. on the 27th instant a passenger junk named *Shue Lee*, while being towed by the steam launch *On To* en route in Canton, from Shin Hing, collided with a passing launch in the vicinity of Choo Tsui. The junk was greatly damaged, a part of her bow being carried away. The tow-ropes was at once cut and the launch got alongside the junk, which was then lying very low in the water, to bring over the passengers. The passengers hurried to get aboard the launch, but in the dark night many of them fell into the water. It is now ascertained that some thirty persons were drowned in the accident.

SILK PROSPECTS.

The continuous rain has caused damage to the mulberry trees to some extent and the price of raw silk has consequently been somewhat advanced considerably. The leaves damaged by rain are not fit for the silk worm, and consequently the silk worms have died, while great quantities have also been injured. The silk worm rearsers stated that the next crop of silk cannot be expected to be very promising.

ANTI-OPIMUM CAMPAIGN.

Recently the Canton Police authorities have again issued a proclamation with reference to the prohibition of opium smoking.

COMMERCIAL.

YARN MARKET.

In their report dated 27th instant, Messrs. Phirozsha B. Petit & Co. write—Our last report was dated the 7th April. The interval has witnessed a sharp drop in silver exchange although the advance in prices has not corresponded thereto.

The market (throughout the fortnight) has been a steady one, inquiry running principally on No. 200, which, with a materially reduced stock, advanced from \$1 to \$1.25 per bale, a cord being "chop." Selected threads of this count being meagrely held, there is no likelihood of a recession in quotations hereafter.

In all other counts there has been an advance in rates of from \$0.50 to \$1 per bale. The aggregate sales have been good.

To reduce the congestion in the Japanese yarn market, "the Japanese Spinners' Union has resolved upon a cessation of night work for five days and nights monthly. The application of this plan to the export of cotton yarn will, according to cables report, "have the effect of reducing the former production by about one-half."

The Chinese boycott of Japanese trade, reported in our last circular, still obtains in Hongkong and South China with the same intensity as a fortnight ago.

No. 201—A fair business in reported at an advance of \$1 to \$1.25 per bale.

No. 161—In moderate demand at an advance \$1 to \$1.25.

No. 127—Not in much request. Prices show a slight improvement.

No. 101—Rule steady at quotations.

No. 81—No stock in the market at present.

No. 61—A moderate business at last rates.

Sales 150 bales of No. 61, 250 bales of No. 101, 950 bales of No. 127, 100 bales of No. 161, and 1,600 bales of No. 201 in all about 5,800 bales.

Arrivals—Per steamers *Catharine* (from Kaitang) and *Orang* (from Calcutta), and *Chiao* (from Kaitang) and *Orang* (from Calcutta). (From Bombay) about 4,000 bales.

Updated Stock—About 97,000 bales.

Exchange—We quote to-day as follows:—India T.T. at Rs. 133 1/2 per cent. Demand " 134 " London T.T. " 50/100=\$ Demand " 100/160=\$ Shanghai " 100/160=\$ Silver " 24 5/16d. per oz.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 100/160

Do. demand 100/160

Do. 4 months' sight 100/160

France—Bank T.T. 222

America—Bank T.T. 42 1/2

Germany—Bank T.T. 181

India T.T. 334

Do. demand 334

Shanghai—Bank T.T. 100/160

Singapore—Bank T.T. 99 3/4

Japan—Bank T.T. 99 3/4

Java—Bank T.T. 100/160

1 month's sight L/C. 100/160

6 months' sight L/C. 100/160

10 days' sight San Francisco & New York 44 1/2

1 month's sight do. 44 1/2

10 days' sight Sydney and Melbourne 44 1/2

1 month's sight France 222

1 month's sight 222

1 month's sight German 181

1 month's sight 334

Bank of England rate 100/160

3 months' 100/160

LOCAL AND GENERAL.

FROM Friday, 1st instant, reveille will sound at 5.15 a.m. and retreat at 6.50 p.m.

The new issue of postage stamps in Bangkok is now being distributed amongst the various post offices.

The cancellation of the memorial of re-entry by the Crown on Aberdeen Island Lot No. 48 has been registered according to law.

PROFESSOR Robert Koch has left Bremen for New York. After a stay in the United States, he proposes to visit Japan, China, and India.

The railway across Formosa has been opened. Ten hours is the length of time that it takes to make the journey between Taipei and Tainan.

The *Bochi* reports that the Japanese Government intends to establish a Legation in Chile. The appointment of a Minister will shortly take place.

TENDERS will be received at the Colonial Secretary's Office until noon of Saturday, the 9th May, 1908, for the repair of the Post Office launch *Despatch*.

A TOKIO despatch of 26th ult. says:—Major-General Broadwood arrived at Port Arthur yesterday, with a view to visiting the battlefields in Manchuria

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.